



號七十五零千九第 No. 9057 SHIPPIRE.

日七十月二十年二十緒光

HONGKONG, MONDAY, JANUARY 10te, 1887.

號十月正英港香 一拜禮

ARRIVALS. January 7, LOIRE INFERIEURE, French steamer 532, Pillivnyt, Haiphong, 3rd January,

General.—CARLOWITZ & Co. January 8, Nonden Danish str., 768, Davidson, Whampon 8th January, General. - CHINESE January 8, Tanais, Fronch str., 1,733, M. Paul, Yokohama 1st January, and Kobe 3rd, largest and best assorted in China, and Mails and General .- MESSAGERIES MARI-

January 8, LEESANG, British steamer, 1,092, Sawer, Whompon 8th January, General.-JARDINE, MATHESON & Co.

January 8, Kutsang, British str., 1,425, Young, Shanghai Sth January, General. - JAR- Classical Music DINE, MATHESON & Co. January 8. Amigo, German steamer, 771, Sa-

muelson, Swatow 7th January, General.-WIELER & Co. Jahuary S, Ningro, British steamer, 761, W.

Potts, Shanghui, 5th January, General .-SIRMESEN & Co. January S. Airnie, British steamer, 1,40 , W. Ellis, Sydney 5th December, Newcastle 8th, Moreton Bay 11th, Townsville 16th, Cooktown 17th, Thursday Island 21st, and

Port Darwin 28th, General -Russell & January 8, KWANGLEE, Chinese steamer, 1,508, . Andrew, Shanghai 5th January, General. -C. M. S. N. Co.

January 8, CHINA, German steamer, 649, T. P. Ulderup, Swatow 7th January, General .-Melchers & Co.

January 8, Jason, British steamer, 1,411, Milligan, Liverpool 19th November, and Singapore 1st January, General.—BUTTERfield & Swire.

January 8, BREENICE, Austro-Hungarian str., 1.734, C. Bechtinger, Trieste, and Singapore 1st Japunry, General,-Austro-Hun-GARIAN LLOYD'S S. N. Co.

January S, Thickiow, British steamer, 862, Joseph Newton, Bangkok 1st January, Rice and Timber YUEN FAT HONG. January 8, Welle, German steamer, 395, E

Piper, Pakhoi 1st January, and Hoihow 4th, Ballast.-WIELER & Co. January 8, YANGTSE, French steamer, 2,371, M. Lormier, Shanghai 6th January, Mails and General.—MESSAGERIES MARITIMES.

January 8, YANGTEZE, British steamer, 814, I Schulz, Wuhu 4th January, Rice.—Stems-SEN & Co. January 9, ANADYR, French steamer, 3,776, Delacroix, Marseilles 5th December, Port

Said, Suez, Aden, Colombo, Singapore, and Saigon 3rd January, Mails and General.-MESSAGERIES MARITIMES. January 9, HATPHONG, British steamer, 1,122,

6th, and Swatow 8th, General .- Douglas and Actresses. LAPRAIK & Co. January 9, CELEBES. Dutch steamer, 1,423, J. C. Joon, Amoy 8th January, General.-JAE-

DINE, MATRESON & Co. January 9, DEEPDALE, British steamer, 1,715, J. G. Sharpe, Haiphong 6th January, Rice and General-Adamson, Bell & Co.

January 9, MENELAUS, British steamer, 1,300. R. Nelson, Liverpool 26th November, and Singapore 2nd January, General.—Buttes-FIELD & SWIRE.

January 9, STENTOR, British steamer, 1,304, 25; Edwards, Liverpool and Shanghai 2nd January, General, -Butterfield & Swide. January'9, KALLIOPE, German bark, 1,090, M. C. Ohrt, Cardiff 12th August, Coals.-Messageries Maritimes.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

8th January. Claymore, British str., for Kuchinotzu. China, German str., for Snigon. Camelot, British str., for Singapore. Amiga, German str., for Singapore. Airlie, British sch., for Freemantle. Formosa, British str., for Swatow. Nanshan, British str., for Swatow. · Cicero, British str., for Colombo. Norden, Danish str., for Wuhu-Activ, Danish str., for Haiphong. Marie, German str., for Haiphong. Killarney, British str., for Bangkek. Jason, British str., for Amoy. Donalena, British sch., for Takao. Harvester, Amr. ship, for San Francisco. Marcia, British str., for Woosung.

DEPARTURES

January 8, HEROINE, British ganboat, for acruise. January 8, WANDERER, British gunboat, for a

January 8, Cartsbrooke, British steamer, for Touron.

January 9, Tarwan, British str., for Guana. January 8, INDEPENDENT, German steamer, for Saigon.

January 8, Signal, German str., for Hoihow. January 8, CAMBLOT, British str., for Singapore. January S, CLAYMORE, British str., for K'notau. January 8, Ningro, British str., for Whampoa. January 8, Kutsang, Britishstr., for Whampon. January 8, KWANG-LEE, Chinese steamer, for

January 9, CHINA, German str., for Saigon. January 9, Amigo, German str., for Singapore. January 9, FORMOSA, British str., for T'wenfoo, January 9, NANSHAN, British str., for Swatow. January 9, CICEBO, British str., for Colombo. January 9, MARIE, German str., for Haiphong: January 9, MARCIA, British stri for Woosung. January 9, NORDEN, Danish str., for Wubu. January 9, DONALENA, British soh., for Takao. January 9, AIRLIE, British sch., for Freemantle. January 9, Jason, British str., for Shanghai. January 9. YANGTSZE, British str., for Wham-

January 9, KILLARNEY, British str., for Bang-

PASSENGERS,

· Per Tanais, str., from Yokohama, &c.—For General purposes. Hongkong.-Mme. Vito Posituno and Mr. Tai Sung, from Yokohama. . From Kobe.-Mr. and Mrs. D. de Alberta. For Marseilles .- Mr. Flicke, and 8 Japanese, from Yokehama. From

ARRIVED.

Per Loire Inferieure, str., from Haiphong.-5 Chinese. Per Airlie, str., from Melhonene, &c .- Mr. and Mrs. Comentson, Mesers H. Smith and G. D. Schofield, 4 Europeans; and 240 Chinese in

INTIMATIONS:

TANE, CRAWFORD & Co. PIANO AND MUSIC DEPARTMENT. -NEW MUSIC-

TYTHIS Department has been greatly enlarged, and is now, and will continue to be, one of our leading branches; our present stock is the comprises :--

ALL THE NEWEST SONGS, DUETS and PART SONGS.

ALL THE LATEST DANCE MUSIC, ALL THE MODERN DRAWING ROOM SOLOS AND DUETS. Sacred Music.

Violin Soles. Popular Music Violin and Piano Duets. Standard Music Tutors' Exercises and Progressive pieces for beginners. Volumes:—Volumes of Songs, Volumes of Piano Solos, Volumes of Dance Music and

Volumes of Classical Mu-ic. OPERAS: - Vocal Scores, Piano Scores, Violia

LANE CRAWFORD & Co Hongkong, 5th January, 1887.

BREWER HAS JUST RECEIVED Parke's Practical Hygiene. Holloway's Practical Surveyor. Phillips's Fortifications.

Brickwood's Boat Racing. Jamieson, Steam and Steam Engines. Cap Slack's Student's Manua! of Languages. Lawn Tennis, by Dwight. Granert Portuguese Grammer.

New Planos for Sale on the Hire system of 310 monthly payments. Rubber Stamps:-Machinery received for the

hours notice at moderate prices. Solid Iron Cash Boxes with patent Locks. Dog Collars in great variety. New Series of Hongkony Photographs em-

bracing a number of charming Spots not previously taken. W. BREWER, Queen's Road.

UNDER HONGKONG HOTEL. EZ ELLY & WALSH, LIMITED,

NEW CABINET PHOTOGRAPHS. Wales, Princess and Children (group), Emperor of Germany, Crown Prince of Germany, Lord Salisbury, Mr. Gladstone, Lord Randolph Churchill, Mr. Chamberlain, Mr. Bright, The Pope, Cardinal Manning, Cardinal Newman, Canon Liddon, Henry Irving, Mary Anderson, S. Ashton, Foodbow 5th January, Amoy Mrs. Langtry, and a host of Celebrated Beauties

Shanghai Nanticol Pocket Manual, 1887. Chinese Games of Chance, by Ng Kwai-shang. Banting in India. a really first rate treatise on Corpulence and its prevention in hot

Imperial English & Chinese Date Block, 1837. Imperial English & Chinese Diary, 1887. Mayers' Chinese Government-New Edition.

JAPAN! JAPAN!! JAPAN!!! U H N JAPANESE FINE ART GALLERY, (Opposite the HONGKONG HOTEL).

NOW OPEN ANCIENT and MODERN BRONZES, IVORIES, LACQUER, SILKS, and BRO-CADES; GENUINE SATSUMA, EM. BROID RED TABLEAUX, QUILTS WRAPPERS, JACKETS, and GOWNS PHOTOGRAPH ALBUMS, BRONZE JEWELLERY, and Hundreds of ELEGANT and USEFUL ARTICLES. All will be affered at the lowest possible wholesale prices in Japan.

MARINBURK & Marine House, Queen's Road, Hongkong. MANUFACTURERS OF

FIRST CLASS FURNITURE AND UPHOLSTERY,

ARTISTIC DRAPERIES AND LAMBREKINS. DRAWING ROOM, LIBRARY AND DINING ROOM COMPLETE BEDROOM SUITES with Elegant

Designs of DRESSING CASES. BEDDING AND BEDSTEADS.

A Large Variety of latest Style of TAPES TRIES, VELVETS, SILE FURNITURE, PLUSHES in all Colours, Plain and Embossed.

FRINGES, TASSELS, CORDS by the Yard. GILT MOULDINGS, PICTURE FRAMES, and

CORNICES; also made with Silk Plushes. The UPHOLSTERING is entirely done by MR. MARINBURK.

UPHOLSTERY WORK. Hongkong, 7th September, 1886.

IRON-FRAMED PIANOS,

M. F. RACHALS & Co., HAMBURG. OTTAGE PIANOS, Shanghai Tls. 235 & 300 GRAND PIANOS ... Shanghai Tls. 450

SOLE AGENT FOR CHINA AND HONGKONG. SYDENHAM MOUTRIE THE PIANOFORTE AND MUSIC WAREHOUSE, will be let in Flats, Single Rooms, or in suits as Shanghai. 14th May, 1886.

THE Undersigned. Agents for Messrs. I. E.E. ABRAHAMSON &Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and

GIBB, LIVINGSTON & Co., Hongkong, 2nd November, 1886.

Hougkong, 11th November, 1886. WANTED -A SMALL HOUSE at

O. K. Hongkong, 8th January, 1887.

AUCTION BANKS.

CONGRONG&SHANGHAIBANKING PUBLIC AUCTION. CORPORATION. TO-MORROW. RESERVE FOR EQUALIZATION OF 200,000. IN THE AFTERNOON, Dividends

RESERVE LIABILITY OF PROPRIETORS 7,500,000, COURT OF DIRECTORS:-Chairman—A. McIver, Esq.
Deputy Chairman—M. Geotu, Esq. Hon. J. Roll-Irving.
C. D. Bottomley, Esq. E.H. M. Huntington, Esq. C. D. Bottomley, Esq. E.H.M. Huntington, H. L. Dalrymple, Esq. Hon. A. P. Melwen, W. H. F. Darby, Esq. Hon. F. D. Sassoon, Chief Manager.

Hongkong-THOMAS JACKSON, Esq. ACTING CHIEF MANAGER. Hongkong-JOHN WALTER, Esq. MANAGER. Shanghai-Ewen Cameron, Esq.

LONDON BANKERS-LONDON & COUNTY BANK. HONGKONG-INTEREST ALLOWED. On Current Deposit Account at the rate of-2 per cent. per Annum on the daily balance. On Fixed Deposits :-

For 3 months 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum. For 12 months 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Scourities, and every description of Banking and Exchange

business transacted. DRAFTS granted on London and the chief commercial places in Europe, India, Australia,

Acting Chief Manager. Hongkong, 28th August, 1886 NOTICE.

DULES OF THE HONGKONG SAVINGS BANK.

1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor

may deposit more than \$2,500 in any one year. 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for [24 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 34 per cent. per

5.—Each Depositor will be supplied gratis China from this date. with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must The Queen, Prince of Wales, Princess of not make any entries themselves in their Pass-Books, but should send them to be written no at least twice a year, about the beginning of 6.—Correspondence as to the business of the Bank if marked On Hongkone Satings Bank Business is forwarded free by the various British Post Offices in Hougkong and China. 7. - Vithdrawals may be made on demand,

but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary. For the Honghong and Shanghai Bank-ING CORPORATION, JOHN WALTER,

Acting Chief Manager. Hongkong, 8th May, 1885. ORIENTAL BANK

CORPORATION, LIMITED. AUTHORISED CAPITAL£2,000,000. PAID OP£ 500,000.

Registered Office, 40, THREADNICHDIE STREET, BRANCHES IN INDIA, CHINA, JAPAN' AND THE COLONIES.

and Transacts Banking and Agency Business generally on terms to be had on application. Interest allowed on Deposits:-Fixed for 12 months, 5 per Cent. per Annum. Fixed for 6 months, 4 per Cent. per Annum.

Annum on the daily balance.

BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased at 924 per Cent. on the original amount of Claims.

Agency of the NATIONAL LIPE ASSURANCE reproductions. H. A. HERBERT. Manager, Hongkong Branch. Hongkong, 31st May, 1886.

THE COMMODIOUS PREMISES known as the P. & O. OLD OFFICES lately in the occupation of the Hongkong and Shanghai BANKING CORPOBATION. For Further Particulars, apply to the Under-

Acting S perintendent. Hougkong, 23rd November, 1886.

TO BE LET. O. 2, RICHMOND TERRACE (at present in the occupation of H. M. Baitr, Esq.) with Possession from 1st February next.

Apply to JOHN WILLMOTT,

TO LET.

STEAMERS REFITTED WITH FIRST CLASS TOOMS IN "COLLEGE CHAMBERS." No. 16, HOLLYWOOD ROAD:

Possession on the lat January, 1887. THE PREMISES now occupied by Messers. MELCHERS & Co. on the Praya and Pedder Street. The First and Second Floors

The GROUND_FLOOR which has hitherto been occupied by Mesers. BLACKHEAD & Co. as a STORE, will also be let complete, or subdivided to meet the requirements. All can be taken for a year or on Lease.

Pedder's Street. Hongkong, 17th September, 1886.

TO LET.

TOOMS in CLUB CHAMBERS. DOUGLAS LAPRAIK & Co. Hongkong, st February, 1882

ETATCHED HOUSE, Bonham Road, GODOWNS, Praya East. Hongkong, 9th December, 1886.

MR. J. M. ARMSTRONG, hus received instructions to Sell by Public Auction, the 11th day of Jun., 1887, at 3 o'clock

it the Promises. VALUABLE LEASEROLD PROPERT.Y,

Registered in the Land Office us The Re- TERSIGNATURE by the Undersigned, and to TAKE and The Remaining Portion of Section A of alongside. hand Street, and measuring thereon 162 feet Consignees' risk and expense.

A part of the Premises being the Remain: TO.DAY, the 5th justant. remainder of the Property is either com- 15th instant, or they will not be recognised. prised in a Grown Lease dated 26th October, 1844 or consists of Extensions spawards the Government are prepared to grant a New Lease of the whole of Marine Lot. No. 57, comprising the Extensions seawards and a Plan has already been prepared and is in

the Land Office. The Property will be Sold in One Lot subject to all rights of way and to the payment of the proportion of Crown Rent payable in respect For Further Particulars of the Property and

Conditions of Sale, O. EWENS. Apply to Solicitor for the Vendor: J. M. ARMSTRONG,

Auctioneur. Dated 4th January, 1987.

NOTICES OF FIRMS. NOTICE.

MR. FRIEDRICH ALEXANDER ALFRED BUESING BROECKEL. MANN, and MR. JUSTUS FRIEDRICH annum will be allowed to Depositors on their HEINRICH HEYN have been admitted PARTNERS in our Firm in Hongkong and PUSTAU & Co.

Hongkong & China, 1st January, 1887. THAVE THIS DAY started as SHARE AND GENERAL BROKER. A. H. JACKSON.

THE Undersigned will enter into PARTNER AND GENERAL BROKERS under the Style or signees of Cargo are hereby informed that LARGE STOCKS OF EVERY DESCRIP Firm "HUGHES & EZRA."

Hongkong, 1st January, 1887.

E. JONES RUGHES, N. N. J. EZRA. Hongkong, 81st December, 1384 ... NOTICE: R. EDUARD JEAN MAX PAQUIN

IVA bas THIS DAY boon admitted a PARTNER in our Firm in China and elsewhere. CARLOWITZ & Co. Hongkong, 1st January, 1887. NOTICE,

PR. R. H. KIMBALL will take CHARGE of my DENTAL PRACTICE in Hongkong until further notice. H. H. WINN.

16. Bank Buildings Hongkong, 20th December, 1886.

CRIFFITH'S

PHOTOGRAPHIC VIEWS,

of Hongkoig, and Ports. Are the Newest and Best published, have the greatest degree of permanency and are moderate

Special Excellence in Ivory Miniatures. En argements and

STUDIO, I, DUDDELL STRUET. [1649 TOUNLUN, PHOTOGRAPHER, begs to inform his Patrons and the Public that having received the latest appliances for Photography and enlarged his premises for the greater comfort of his customers, he hopes to

receive a continuance of the liberal support pracionaly given. INSTANTANEOUS, VIEWS, GROUPS, SEC PORTRAITS having the greatest degree of permanency taken at very moderate prices. STUDIO, 56 Queen's Road, Corner of Poltinger Street.

FONG. PHOTOGRAPHER STUDIO, ICE HOUSE LANE, BEHIND NEW ORIENTAL BANK,

Hone kong. Has a LARGER, CHOICER, and more COMPLETE COLLEC ION of VIEWS, then any other in the Empire, the Copies of which are only to be purchased at his studio or Messrs. KELLY & WALSH'S Store.

IVORÝ MINIATURES : f Superior Excellence and High Finish, painted under careful INSTANTANEOUS VIEWS, GROUPS and FOR-TRAITS of different sizes taken daily.

THE MICROBE BLENNORRHAGIA IS RADICALLY DESTROYED BY THE USE OF CADET'S INJECTION

PARIS. 7, BOULEVARD DENAIN, 7, PARIS. Read the printed Norres in which each bottle of CADET'S INJECTION is wrapped GENERAL DEFOT FOR CHINA,

·- AT MESSRS. MACTAVISH & LHEMANN'S

IN SHANGHAI. PILEPSY, Hysteria, Convulsions and all Nervous Diseases are radically cured by the use of LAROYENNE'S anti-nervous Chemist of the Paris Academy of Medicine. This Mode of TREATMENT was experienced

by Dr. Fremy, at the central hospital (Hôtel-Dieu) in his medical department; by Dr. FAUVEL; at Dr. BLANCHE's private hospital member of the Academy, and by Dr. RAHBING WITCH, member of both the Academy of Paris, and the Institute of France. These eminent Doctors have ascertained or the constant and periodical decrease of the fits, which are soon after radically cured.

This Preparation is combined with Sal Ammoniae and Oxide of Thyle. Price of a Bottle for France, 20 fc. The Treatment is never to be continued after three or six weeks at the utmost and 4. Bottles are sufficient. General Depot: at LAROYENNE'S, Place Royale, CLERMONT-FERRAND (France) and at

all Chemists.

HABERDASHERS, DRESSMAPERS. No. 3, LYNDHURST TERRACE, NOTICES TO CONSIGNEES,

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON, AND

SINGAPORE.

THE Steumship -Captain Farqular, HAVING ARRIVED from above QUARE Ports, Consignees of Cargo are hereby requested Situate at Victoria in the Colony of Hongkong, to send in their Bills or Lading for coun-

maining Portion of MARINE LOT No. 57 IMMEDIATE DELIVERY of their Goods from Marine Lat No. 58, abutting on the North Consigners of Nature Indian are particuside thereof on the Praye and measuring larly requested to TAKE DELIVERY from

and 8 inches be the said messurements little . Optional Cargo will be forwarded on unless cants forwarding their monthly requirements notice to the contrary be given before 4 P.M., in writing direct to the Refinery at East Point ing Portion of Section A of Marine Lot No.58 No Claims will be admitted after the Goods is held for the residue of a term of 999 years have left the Godowns, and all Goods remaining granted by an Indenture of Crown Lease; after the 12th instant, will be subject to rent dated the 1st of December, 1869, and the All Chains must reach us before 4 P.M. of

> Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Auguts.

No Fire Insurance has been effected.

Hongkoug, 5th January, 1887. NOTICE TO CONSIGNEES. FROM LONDON, ANTWERP, HAM-

BURG, AND SINGAPORE. 747HE Steamship " ${f WESTMEATH}$," Captain Stonehouse, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to

the undersigned for countersignature and [85 PROM ALONGSIDE. Cargo impeding the discharge of the steamer will be AT ONCE LANDED AND STORED AT CON-SIGNEES! RISK AND EXPENSE, and no Fire insurance will be effected. All claims against the steamer must be presented to the undersigned on or before the 10th

RUSSELL & Co., Agents. Hongkong, 3rd January, 1887.

NAVIGAZIONE GENERALE ITALIANA

instant, or they will not be recognized.

FLORIO AND RUBATTINO UNITED COMPANIES NOTICE TO CONSIGNEES. FROM (MARSEILLES, GENOA, LEG-

WINE Steamship "BORMIDA, SHIP on the 1st January, 1887, as SHARE having arrived from the above Ports, Contheir Goods, WITH THE EXCEPTION OF OPIUM. are being landed at their risk into the Godowns of Messrs. MEYRR & Co., Wanchai, whence delivery may be obtained.

> have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the lith Jan, or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th Jan., will be subject to rent.

CARLOWITZ & Co., Hongkong, 4th January, 1887. FROM. LONDON, PENANG, AND

THIHE Steamship "GLENOGLE,"

boats delivery may be obtained. Optional Cargo will be forwarded anless Cargo remaining undelivered after the 11th

JARDINE, MATHESON & Co. Hongkong, 4th January, 1887.

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES.

to the undersigned for countersignature, and landed and stored at their risk and expense. No Fire Insurance has been effected. Ex "ROMANUL" and "MELHOURNE."

G. DE CHAMPEAUX,

MADRAS, LAHORE, KURRACHEE, &c. Their Representatives in China-Messrs. JARDINE MATHESON & Co.) Hongkong SITHSSEN & Co.

Medoc, both in Quarts & Pints. "INVALIDS," & AMOROSO, SHERRY. MANZANILLA SHERRY-very pale&dry. WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.

These Sherri's are also shipped in Jars

containing & gallons.

"INVALIDS" PORT. a most agreeable

wine, approved by many Physicians. SCOTCH WHISKY-of several sorts, viz : In square bottles—Napier Johnstone's. shaped label." IRI-H WHISKY-only the best. COGNAC-The popular * * * now neces-

* * Quality, of age equal to Henessys and

cheaper. WANTED. FAMILY RESIDENCE of 5 or 6 Rooms, DETACHED HOUSE, with Immediate Possession or Later. Address.

EHORTEST NOTICE, No. 25. PRAYA CEMERAL.

INTIMATIONS A N ENGLISHMAN, age 18, thoroughly Competent BOOK-KERPER and ACCOUNT. ANT, desires a RE-ENGAGEMENT. Has knowledge of Shipping; speaks Spanish

Moderate Salary. Address, Office of this Paper. Hongkong, 24th December, 1886; BOTTLE

on the East side thereof, on the Remaining discharging same.

Portion of Marine Lot No. 58, and measur— The Steamer is berthed at the Kowloon henceforward be obtained by RETAIL ing thereon 115 feet and 103 feet respectively. Piers, and any Cargo impeding her discharge FOR CASH, at No. 3, Peel Street, at the same and on the West side thereof, on Suther- will there be landed into Godowns and stored at Prices as at the REFINERY, or Retail Orders will be delivered at addresses in town on appli-

> JARDINE MATHESON & Co., General Agents. Hongkong, 28th July, 1885.

COUGHS, ASTHMA. BEONCHITIS, DIFFICULTY of BREATHING are speedily cured by KEATING'S Cough Lozanges seegnised and recommended by the Medical Faculty). No other remedy is 1107 half so effective. One Lozenge alone gives relief. They contain no Op'am, Morphia, nor any violent drug, and may be taken by the most deliente. One or two at bedtime ensures rest when

> of a small fine, without Medical Certificate, premiums paid, and if not claimed remains a

gies of less than five years standing can be revived on very liberal terms. -PREMIUMS Moderate. Conditions liberal. Every facility afforded for despatch of business. Proposal Forms on application. THE BORNEO COMPANY, LIMITED Agents, Hongkong.

72, QUEEN'S ROAD CENTRAL, has just received a Fresh shipment of WINTER Goods including

COAL MERCHANTS,

No. 68, PRAYA. WF you want JAPANESE GOODS at THE SCOTTISH ORIENTAL STEAM. Reasonable Prices Go to CASSUMBHUY'S STORE, BEACONSPIELD ARCAUE,

Lowest Prices. ---NOTICE.

COMPANY, LIMITED. CHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival ia this Harbour, none of the Company's Foremen should be at hand, orders for repairs if THE Company's Steamship sent to the HEAD OFFICE, No. 14, Praya Ceutral, will receive prompt attention. In the event of complaints being found Captain Nelson, will be despatched as above necessary, co munication with the Undersigned is requested, when immediate steps will be taken

Undersigned whence and/or from the wharves or to rectify the cause of dissatisfaction. Hongkong, 26th August, 1885. HE Undersigned have been appointed Sole Hongkong and China by Messrs. J. & R. TEN-NEST, Glasgow, and Messrs. DAVID CORSAR &

> Sons. Arbroath. ARNHOLD, KARBERG & Co. Hongkong, January, 1867. THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY. THIS Company will receive STEAMERS and

GENERAL CARGOES IN FIRST CLASS GRANITE take immediate delivery. This Cargo has been Godowns at 30 Cents per ton weight or measurement, including SEVEN Days Free Wharfage for Craft under 375 feet .. \$60.00 H (in dia.), 101/200 | =200 cases Candles from and also Undertake the Re-shipment, delivery Do. 301/400 | Order of Candles from and also Undertake the Re-shipment, delivery

the principal receiving places on this side at 3 at

8 Cents per package. FERRY. One of the Company's Steam Launches will Co. Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to FROM TRIESTE, ADEN. COLOMBO, LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00 1.00 P.M., 2.00.

300, 4.00, 500, 6.00, 7.00, and 11.30. LEAVES HONGEONG. 6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30 LANE, CRAWFORD &Co.) Shanghai. 11.30, 12.30 P.M., 1.30, 2.30, 8.30, 4.30, 5.30 For Further Particulars, &c.,

> W. KERFOOT HUGHES, Agent, Pedder's Street. Hongkong, 6th May, 1886. ADVERPISEME ITS.

> > FOR SAN FRANCISCO.

THE 3/S A' 1/1 American Ship In round bottles-C. P & Co's, "Heart J. H. Merriman, Master, will lead here for the above Port, and will have quick despatch. For Freight, apply to MELCHERS & Co. Hongkong, 8th January, 1887.

> HE 100 A I British Ship "BRYNHILDA! R. Moekle, Master, will load here for the above Port, and will have quick despatch... For Freight, apply to

RUSSELL & Co.

FOR SAN FRANCISCO.

OCEAN STEAMSHIP COMPANY. Care of Daily Press Office. CONSIGNEES per Company's Steamer CONSIGNEES per Company's Steamer

Hongkong, 10th January, 1887.

Goods undelivered after the 17th instant. will be subject to Rent. BUTTERFIELD & SWIRE, Agents. Hongkong, 9th January, 1887.

and after the 10th inst.

PRICE \$21 PER MONTH

ADVERTISEMENTS. THRONICLE AND DIRECTOR ALTERATIONS and ADDITIONS should

be sent in TO.DAY. ADVERTISEMENTS cannot be received after WEDNESDAY. Daily Press Office,

Hongkong, 10th January, 1887. PUBLIC AUCTION.

WEDNESDAY. the 12th January, 1887, at 11 A.M., at Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point. FOR ACCOUNT OF WHOM IT MAY CONCERN, Ex Steamship "BANTAM,"

467 Baskets JAVA SUGAR. Ex Steamship "CELEBES," 66 Baskets JAVA SUGAR. All more or less damaged by Sea Water. TERMS OF SALE.—Cash before delivery.

G. R. LAMMERT, Anotioneer. Hongkong, 10th January, 1887.

PUBLIC AUCTION. TIHE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 13th January, 1887, at 2 P.M., at the Residence of H. M. BAILY, Esq., No. 2, Richmond Terrace,

THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., Comprising:—
ENGLISH-MADE TAPESTRY COVERED DRAWING-ROOM SUILE. TEAK EXTENSION DINING TABLE, SIDEBOARD and WHATNOT, DINNER, DESSERT and BREAKFAST SETS, GLASS and PLATED WARE. ENGLISH-MADE WALNUT DOUBLE BED. STEAD, DOUBLE IRON BEDSTEAD, TRAK-WOOD WARDROBES. CHEST OF DRAW

A COTTAGE PIANO, by CORS & KALL. MANN, &c., &c., &c. CATALOGUES will be issued and the whole to be on View on and after WEDNESDAY, the 12th instant. TERMS OF BALE.—As Customary.

J. M. ARMSTRONG,

 ${f ERS}$, ${f CHEVAL}$, ${f GLASS}$. ${f DRESSING}$ ${f TA}$

BLE with GLASS, ENGLISH-MADE MARBLE

TOP WASHSTAND and MAHOGANY

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAL (Taking Cargo and Passengers at through rates for CHEFOO, HANKOW, and Ports on the YANGTEZE).

Hongkong, 10th January, 1887.

THE Company's Steamship

Captain Sawer, will be despatched as above TO-DAY, the 10th instant, at THREE P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 6th January, 1887

"LEESÁNG,"

BHIP COMPANY, LIMITED. THE Company's Steamer A Large Assortment of New Satsuma and "PHRA CHOM KLAO," other Ware, Bronzes, Tea Services, Screens, &c. | Captain W. H. Watton, will be despatched for

> Hongkong, 10th January, 1887. OCEAN STEAMSHIP COMPANY. FOR YOKOHAMA DIRECT.

> > "MENELAUS."

TO MORROW, the 11th instant: For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agonts.

Agents for the Sale of their Goods in FOR SWATOW, AMOY, AND FOOCHOW THE Company's Steamship "HAIPHONG." Captain S. Ashton, will be despatched for the

> Hougkong, 10th January, 1887. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL THE Company's Steamship "TELEMACHUS," Captain Jones, will be despatched as above on FRIDAY, the 14th instant

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 18 77, 12360 NOTICE TO CONSIGNEES. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

For Freight or Passage, apply to

their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 15th instant, will be subject to rent.

Bills of Lading will be Countersigned by

O. BACHRACH, Agent. Hongkong, 8th January, 1887. TOUONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "JASON," FROM LIVERPOOL.

Hongkong, 8th January, 1887. - [77] OCEAN STEAMSHIP COMPANY.

are hereby notified that the Cargo is being dis- are hereby notified that the Cargo is being discharged into Craft, and/or landed at the charged into Craft, and/or landed at the Go-Godowns of the Undersigned; in both cases it downs of the Undersigned; in both cases it will will lie at Consignees' risk. The Cargo will be lie at Consignees' risk. The Cargo will be ready ready for delivery from Craft or Godown on for delivery from Craft or Godown on and after the 9th inst., 1887. Goods undelivered after the 16th inst., will

be subject to Rent. BUTTERFIELD & SWIRE, Agasts.

Pianos for Sale or Hire.

execution of these excellent Stamps at a few

HAVE JUST RECEIVED A PARCEL OF

JUST PUBLISHED.

KELLY & WALSH, LD., HONGKONG. IMPORTANT NOTICE.

INSPECTION RESPECTFULLY INVITED. Hongkong, 3rd January, 1887.

Every description in Foreign & latest Designs.

TIMBER.

Daily Press Office.

Daily Press Office.

America. China and Japan.

JOHN WALTER,

Chinf Man

to 3: Saturdays, 10 to 1

January and beginning of July.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection,

Fixed for 3 months, 3 per Cent, per Annum. On Current Deposit Accounts 2 per Cent. per APPROVED CLAIMS on the ORIENTAL

TO BE LET. TO LET. With Immediate Occupation.

E. L. WOODIN,

Hongkong Dispensary. Hongkong, 31st December, 1896

DAVID SASSOON, SONS & Co. Hongkong, 30th July, 1886. TO BE LET

For Further Particulars, apply to W. KERFOOT HUGHES,

> TO BE LET: LINSTEAD & DAVIS.

MILLINERS TAILORS AND

HORN, NAPLES. PORT SAID. ADEN.) BOMBAY, PENANG, & SINGAPORE.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. No Claims will be admitted after the Goods

SINGAPORE. having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the

notice to the contrary be given before 2 P.M. TO DAY, the 4th instant. instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

ONSIGNEES of the following Cargo are requested to send in their Bills of Lading

Hongkong, 3rd January, 1887. OTLER, PALMER & The well known Wine Shippers to China, OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, and fro FREE OF CHARGE.

Call attention to some of the Wines and Spirits 6.30, 11.00, 12.00. consigned to their care by this well-known CLARETS, Mouton, Larose, St. Julien

In round bottles—The celebrated Glenlivet sarily dearer, because of low exchange. * * Quality, the next best and not a bad substitute fo 4 Star.

Hongkong, 6th January, 1887. SHIP'S COMPRADORES, STEVEDORES COAL MARCHANTS. FRESH PROVISIONS SUPPLIED AT THE

NAPIER JOHNSTONE'S BLEND, Superb Quality, THE Undersigned has received instructions CUTLER, PALMER & Co.'s SELECTION. to Sell by Public Auction, on Apply to LANE, GRAWFORD & Co., Hongkong

NOTICE. thereof, on Section A of the said Marine Captain will not be responsible for any mixing Lot No. 57, and measuring thereon 241 feet, of different lots that may arise from otherwise the PRODUCTIONS of the "CHINA"

EATING'S COUGH LOZENGES

troubled by the throat. Sold by all Chemists in small Tins. CTANDARD LIFE POLICIES Of five years standing and upwards may be revived within thirteen months, on payment to and in the event of death occurring under take THIM BULATE DELIVERY OF THEIR GOODS lapsed Policy within these thirteen months, the claim is binding on the Company. The surrender value is from 40 to 45 per cent. of class A credit of parties interested for five years. Poli-

> Hongkong, 19th April, 1886. TAILOR AND GENERAL DRAPER. CERISTT'S HATS. NAP AND PILOT CLOTE,

have always on hand TION OF COAL Address :- Care of Messrs. Kwong Sung & Co. FOR SWATOW AND BANGKOK.

New and Second-hand FURNITURE at | the above Ports TO-MORROW, the 11th inst., 723 at Eight A.M. For Freight or Passage, apply to YUEN FAT HONG. HONGKONG AND WHAMPON DOCK

> Hongkong, 10th January, 1887. DOUGLAS STEAMSHIP COMPANY, LIMITED.

121 above Ports on WEDNESDAY, the 12th inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. SAILING VESSEIS alongside their WHARVES at KOWLOON, Land, and Store

> PENANG, AND SINGAPORE. THE Steamship "BERENICE," in connection with the S. S. Argo from Calcutta and Madras, having arrived from the above Ports, Consignoes of Cargo are hereby informed that

> No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned BEFORE NOON, ON THE 15TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

SHIPPING Orders must be obtained from the ... Undersigned not later than the 15th inst , for shipment per steamer "DEUCALION." BUTTERFIELD & SWIRE, Agents.

[85] Hongkong, 8th January, 1887.

Per Ningpo. str., from Shanghai.—5 Chinese. \$2.000 to be LENT on MORTGAGE.

Good Security required.

Par Jason, str., from Liverpool, &c .-- Ma and Fire Barbury, and 200 Chinese from Singa-

[FOR FURTHER INTELLIGENCE SEE SED PAGE.]

Heroldine, Amr. ship, for New York.

Kobe .- I Japanese.

INTLMATION.

WATSON ARE NOW SHOWING THEIR SEASON'S Supply of XMAS CONFECTIONERY

PANCY GOODS .-

A SMALL ASSORTMENT OF THE LATEST XMAS CARDS.

NEW SWEETS. NEW CHOCOLATES CUT GLASS BOTTLES, GLOVE AND, HANDKERCHIEF BOXES BASKETS OF CONFECTIONERY, CRYSTALLIZED FRUITS. CRACKERS,

WATSON & .Co., LIMITED, HONGKONG DISPENSARY. . Hongkong, 24th December, 1886.

NOTICE TO CORRESPONDENTS. Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name,

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good All letters for publication should be written on one

side of the paper only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sont before II a.m. on the day of publication. After that hour he supply is limited.

At 15, Miller Road, Shanghai, on the 3rd January, 1887, RICHARD KNOTT, Lower Yangteze Pilet, aged

HONGKONG, JANUARY 10TH, 1847. place in the Legislative Council on Friday on the subject of marine survey fccs. A short Ordinance has been introduced which provides that in addition to the fees specified in the Merchant Shipping Ordinance of 1879, the Chinese Imperial Maritime Customs. fees shall also be payable for other services which the Marine Surveyor may be asked to render. Under the new Ordinance a person

having a ship built may ask that it shall be inspected by the Government Marine Surveyor during construction. The fee payable the next ontward English mail, left Singapore for this inspection is \$15 for vessels under 50 tops and \$15 for each additional 50 tons. The Hon. P RYELE objects to this fee as being far too high. The Hon. H. G. THOM-SETT, Harbour Master, considers it very ment, and transfer of shares. reasonable. Before considering the question of whether the fee is high or low an important point arises as to its character, whether it is compulsory or whether it is only a New Year, and by her several Chinese diggers fee payable for services asked for. Mr. may be expected. RYELE says it is a heavy tax on shipbuilding, from which the inference is that the hon, gentleman looks upon it as one Far East at the disposal of the public in the which the shipowner will be compelled to City Hall Library on loan. The catalogue has pay. This, we imagine, is a mistake. In number of additions. the schedule to the principal Ordinance, giving the fees payable under that measure, the Shanghai, arrived here on Saturday, by the figures are preceded by the words :- "The Messageries Maritimes steamer Yangtsé, en fee to be paid on application for inspection is --- ". These words must be read into Consulat Shanghai the new Ordinance. If a man is having The Scottish Oriental Steam Ship Com- gines arrived one mass of flames. Fortunately, Takachike Maru, which left Vladivostock for Barrow Gold Wining Company (Cimited) This it built under inspection by the Government Marine Surveyor, but if he thinks such inspection unnecessary he need not have it. If he elects to have the inspection it is of course only reasonable that he should pay for the Surveyor's services. Such payment cannot be looked upon as a tax in any the same as that of payment to Lloyds' Surveyors. If a shipowner elects to have a vessel built under Lloyds' survey he does so presumably because he thinks the cost of the survey will be more than covered by the increased value a vessel acquires from the security afforded by such inspection against inferior workmanship or material. Mr. Ryriz further says that the survey is made for public purposes as well as in the interest of owners. This again is a mistake. There are certain surveys which are compulsory in given contingencies and for which fees are charged; we refer to surveys on which certificates are granted. These may be properly it is not necessary that a vessel should be built under official inspection in order to secure a certificate; so long as she can pass middle of February, go by steamer to Nagoya, the standard after she is built the manner of her building is a matter with which the Government does not and ought not to concorn itself. All the Government does is to say to the shipowner, "If you like to have your vessel inspected during construction the serscale." The Government here assumes the position in this matter which in England is The Government ought not to fix the fees at an exerbitant rate, neither ought the shipowner to expect to obtain services for private benefit at the public expense. ed for a moment, but the fees in question are not a tax, they are simply a charge to be made for certain services when those services are rendered. But to fix some arbitrary figure and say that if a man can afford

said, is as absurd as it would be to eav

that if a gentleman can afford to build him-

self a house at the Peak he can afford to pay

\$600 a year in taxes. What the man can

question, which simply is, what is fair and

enperiptendence of the surveyors to entitle | perty

Department. Her description is given as feet; displacement 750 tons; the hull is to be salaries and charges for professional services of steel with a steel ram at the how, similar to that of an ordinary ironclad. She will have two boilers and three sets of engines capable of de-

The following returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended 31st December, 1886, as certified by the Managers of the respective Banks, are published in

Chartered Mercantile Bank 737,345 India, London, and China. Chartered Bank of India, Australia, and China 1,152,381 Hongkong and Shanghai Banking Corporation \$4,217,500

The steamer Wuchang, from Chefoo, which as rived in Shanghai on the 31st ult., brought news of the shocking death of Mr. James Campbell, the third engineer of the steamer. The deceased hed been unwellfor some days and took no food, On the morning of the 28th ult. he was heard to go out on deck, but when the boy went to call him in the morning, he found him dead with blood cozing out of his ears .- Dr. Henderson was sent The French Mail Steamers Ordinance and the for, and he saw there was a revolver in the hand German Mail Steamers Ordinance are proclaimed of the deceased, and a wound in his forehead No cause is assigned for his shooting himself, We (N. C. Daily Name) are glad to notice that a verdict to the effect that the deceased Mr. J. Haas, Consul for the Austro-Hungarian had committed suicide while in a state of temporary insanity. The deceased was a very quiet man, 32 years of age, and came out to China in

> On Friday afternoon a Chinaman became tho most unfortunate victim of a mistake. A pack of gamblers, smarting from recent punishment at the Police Court, were out prowling for the man who "blew the gaff" on them, prepared with fighting irons and other gentle persuasives to bring him to a fitting sense of the folly of his conduct. Fortunately for the man sought for, but unfortunately for the innocent victim, ha did not turn up, and the latter being mistaken for him was set upon and beaten and wounded the good Samaritan by getting the sufferer conhe is now under treatment.

been transferred to some other post. The officing decided not to grant a subsidy, but he hopes cials who direct the operations follow the time- to return there in time to forward an exhibit honoured practices which have ruined so many of his own. other enterprises, and the prospect of obtaining a supply of gold from Shantung seems remote It is to be hoped better success will attend the mining experiments which seem likely to be resumed in the North. The copper and other mines at Ping Chuan Chew and near Jehol, i may be remembered, were visited by experts two winters ago, but nothing came of it. A new prospecting party has, we understand, started recently for the same districts, and the impatus thus given to scientific mining may shortly pro-

Ming-chuan Governor of Formosa, imposed an recover. roine and Wanderer left this port to look for the on the 4th December for Yokohama direct, and has not since been heard of or seen; so there can his pony owing to the saddle giving way, on be no doubt that she is either ashore somewhere or that she has foundered in mid ocean. The Tokyo Choya Shimbun, referring to the nonarrival of the vessel in Japan, says the contract between the Japanese Government and the French builders provides that the ship was to. be delivered in Japan on or before the 26th December, after which date, should she not have arrived, an indemnity becomes payable. Mori and another Japanese naval officer are on board the missing cruiser. The Mai Nichi Shimbun states that the contract mentions that the Unebi was to be delivered at Yokohama and that the Japanese Government will not suffer pecuniarily if she does not turn up, as they are not responsible for any accident that might happen before such delivery.

The administration of justice at the Police Tonquin; some suppose it to be the head of Lin Court on Saturday was attended with an incident Jung-fu, the former leader of the Black Flags. which is of a somewhat uncommon character in but I believe Lin's head is not likely to 'go to this colony, though doubtless very frequently Peking unless leading a hundred thousand Black available on payment of certain fees on a fixed | the Public Gardens in aid of the Alice Memorial | seen in China. Four Chinese were charged with | Flags. The "Ewo" shooting party returned to quence of information supplied, and he broke up with the recent attack on the Rev. R. O'D. Rosswill not be disputed. The question, therefore, wild duck, 2 goese, 2 pigs, and 4 various. "I hey second and third defendants in subordinate posi- with a number of other men in the usual way. report wild fowl to be very rare, and pheasants tions. The first defendant protested that he was but Mr. Ross-Lewin, was unable to pick him out. is simply as to what those services are worth. not so numerous a in previous years. The re- not the master of the house, and he challenged It is not surprising that this should be the case, clamation of waste lands is going on everywhere. | the informer to brave the wrath of the appropriate | for to a foreigner not much accustomed to Chinese in the Segama gold fields is looked upon as un was perfectly willing to take that fearful cath as few seconds, and under unfavourable circumfait accompli and that Mr. Skertchley may to the truth of his present assertion. He asked stances for recognition. Mr Ross-Lewin was also would be just as reasonable that the public soon expected in Borneo to make an examination his Worship to allow him that test. His Wor- shown a number of revolvers from among which should pay the carpenter as that it should and report on the gold fields. It is probable ship allowed the ordeal, and the informer pro- he selected that which was found in the prithat the Company will acquire a twenty-one fessed complete readiness to substantiate his soner's possession as being like the one which pay the surveyor. Anything in the nature years' lease of four blocks of 250 acres each of statement in the manner indicated in the awful was pointed at him when attacked. As Mr. taken to avoid clashing with Native or Chinese were procured which were to shed their innocent for the prosecution in that case, there does not blood for the dispute of these two worthies, seem much chance of a conviction. Fortunately, to build a ship of 2,000 tone he can holders of that Company's stock. The reference his asseveration without a hair of his head two or three months ago, turned round time

dignity than General Jones. Upon his return | could do in the matter, as there was only Mr. to Washington, President Cleveland said to his Morris's word against that of the servant. But friends that he had made an unexceptionable re- we are glad to hear that H.B. V. Consul-General cord, and that he intended to send him back at has been in communication with the Police, in the very first opportunity. President Cleveland consequence of which the Cantonese will be prohas not only kept his word, but assigned General | duced when required for trial. Jones to Chinkiang. China, a higher position than that of Nagasaki. This is the first time in Mr. Cleveland's administration that an officer appointed by a pravious administration and removed, has, upon his merit alone, been not only restored but promoted in the service. Consul Jones has received official notice of his appointment, and will leave for Chinking the latter. part of December.

by the P. & O. mail steamer Shannon, which Japanese army on a more effective footing. arrived at Glenelg on Friday morning. It will he remembered that this gentleman was the promoter of the De Lissa Sugar Company in the Macartney has suffered a severe domestic afflic-Northern Territory. He has since changed the tion in the loss of two near relatives—his father scene of his operations to North Borneo, where and sister—in the same week. Sir Halliday may be is now engaged in develoring some of the beassured of the sincere condelence of the many resources of that colony. Mr. DeLissa has just friends he has made here, as well as in the East, been to England to arrange for the establish under this, double bereavement. He is, we made off and left him in as bad a plight as the ment of a line of steamers between Hongkong believe, at the present moment at his home in man who went from Jerusalem to Jericho and and Australia, calling at Sandakan Bay, North fell among thieves. A constable did the part of Borneo, en route. The Government of that new British dependency have agreed to subsidise the line, and it is believed by Mr. DeLissa that veyed to the Government Civil Hospital, where Messrs. Gibb, Livingston & Co.'s steamers will be employed to carry out the contract. He also Says the Chinese Times:-The gold mines in | told our reporter that the analysis of the North Shantung, which promised so well last spring. Borneo guano has been so satisfactory that the were kept back for some time by the difficulty of proprietors of the concession, Messrs. Dobson & transporting machinery from the sea-port, owing Dellissa, have determined upon laying a line of to the absence of roads. This has now, we under- railway of about 10 miles in length, in order to stand, been overcome. But there are other ob- convey the grane to the nearest seaport. With structions to successful working, which are not reference to the Adelaide Jubilee Exhibition, got over. The Tao-t'ai Li himself has not been Mr. DeLissa was of opinion that North Borneo near the place for six months, and has, we hear, could not be represented, the Government hav-

to have been suffering from a plague of Koreans much as some American cities suffer from an epidemic of Chinese. We learn from the Nichi Nichi Shimbun that the poor inhabitants of the amployment in all sorts of menial capacities. report, that the matter is being discussed at pre-Several hundreds have engaged in this enterprise. They are described as ignorant, uncivilized, and uncleanly to the last degree. The quarters occupied by them in the suburbs of the city are so The Japan Hotel, No. 43. Settlement, Yoko- foul and fetid that none but themselves can ven- York, who has branch establishments in California were brought before the court charged by P.S.

The Japan Mail says: - " Vladivostock appears

The Canton correspondent of the N. C. Dailu News, writing on the 24th ult., says:-"I believe the French Minister has presented a sort of ultimatum at Peking with a view of exacting shows that the total trade has increased con-Some months ago (says the Daily News), Liu being so severely hart that he is not expected to an indemnity from the Chinese Government for the late outrages perpetrated on various mem-The anxiety felt regarding the safety of the bers of the French Boundary Commission. The French, I repeat, committed a great mistake in not exacting compensation for the outrages in Saturday morning the British men-of-war He- property in this province, as well as in Szechuen, Yunnan, and Kweichow. Very important and The Chinese Times of the 18th ult. says :-- We missing craft. The Unebi-kan left Singapore pressing telegrams were received last week from Chang to cause some one to be decapitated, and order restored on the frontier of Tonquin. in the neighbourhood of Hai-ninh, where the late outrages were perpetrated. "I'wentysix days was the time allowed for complete satisfuction being given to the French Minister and his Government. General Feng, the Commander-in Chief of the Hainan expedition, was thereupon ordered to cross the Straits from Hainan to the mainland, and to proceed immediately to the place where the outrages were committed and to decapitate so and so to commence with. Yesterday, so so's head was brought to Canton, and forwarded to the Vicercy with certain despatches and documents of anything but an agreeable nature, I am told. The head is supposed to be that of the wretch Yin Kungpao, the originator or perpetrator of the outrages on the French Boundary Commissioners in

Wong Ahoi, the man arrested in connection the Indian Office, his name has been withdrawn. occupied by Lloyds. That it is desirable the Shanghai on the 4th inst., having brought to a fantau party and secured the four defendants. Lewin, was again before the Police Court on services of the Government Marine Surveyor Daily News says the bag comprised 879 pheashould be made available in the way proposed sants. 37 hares, 22 deer, 21 woodcock, 122 teal, 11 poting as master of the concern, and the him, if possible. The prisoner was mixed up jose at the Man Mo Temple by cutting off a there is a great similarity between their physiog-The North Borneo Herald learns that the for- cock's head and swearing upon it to that effect nomies and moreover the rev. gentleman scheme for Home Rule in Ireland with a view to mation of a Company in London for hydraulicing before that deity's shrine. For his own part he could only have seen his asseilants for but's conciliate all parties. of a tax on shipbuilding could not be tolerat. alluvial gold land, every care, however, being presence of the idel. Two unfortunate rocsters Ross-Lewin is the only possible material witness and Mr. Bremner conducted them to the however, this is not the only charge against the In the course of a lecture given by the Rev. Man Mo Temple in the Hollywood-road. After man. There are two others, one of which is J. E. Tenison-Woods in Brisbane on the 30th the usual amount of "chin-chin joss pidgin" fully of as grave a character, in both of which he October, he made an allusion to the Paujom the alleged gambling master went before the has been identified. He is identified as the man Gold Mines, which will no doubt be gratifying to shrine, and decapitated his bird, and made who, when chased by a lokang in Sai Ying Pun afford to pay \$600, as Captain Thomserr will be found in the following outract:—"Binga- being singed. Then came the informer's after time with a revolver and fired at him, and pore, he said, was of immense value as a coaling turn, and he, with a demeasuour equally indicative eventually escaped among the huts on Mr. The fielding was bad all through, and had the War, presented a bill in the Reichstag to-day, station and central depôt for the Eastern trade, of conscious rectitude, slaughtered his rooster Sharp's ground near the Mortuary. He is also chances offered been accepted, the score of the authorising an increase in the German army. but to the discredit of the British Government and repeated his statement on its gory head. identified as one of three men who were concernits defences were scarcely worthy of the name. Strange to say he came out of the ordeal with ed in robbing a woman of her earnings near the Throughout the peninsula stream tin is abundant, equal impunity, and the parties went back to the goss house above. Whitfeild Police Station some and gold is also well distributed, though not in Police Court, each with the truth of his assertion time ago, when one of the men fired two or three afford to pay has nothing to do with the accessible places. He made an exploration up completely vindicated. His Worship considered shots from a revolver at a chair coolie who chased though in the second attempt Lloyd the Pahang and Samantan rivers on the east side the allegation against the first defendant proved, them up the hill. He is not, however, as was at of the penjasala, and examined some magnificent and fined him the full penalty-\$200, and, in one time supposed, the man who was arrested on not, do better than refer to Lloyds' charges, tune to the shareholders in the mines there un- months' hard labour. The second and third de- nese pasengers, and who escaped from the cuswhich are fixed without any legislative inter- formed to work them, but has not received much and the fourth \$1, or ten days. The sentence of ship to the Police Station.

men-of-war which were sunk in Sheipoo Roads owing to the death of Mr. A. R. Platt, M.D. Motris told him he must leave. After a few ton beyond 1,000 tons. Mr. Rynn says he during an attack of the French, though one of The funeral took place in the afternoon, and among friends who had taken breakfast with Mr. Mordoes not object to the charge of \$15 for the the men-of-war has been lifted in shore so much those present were General Kennedy, Messre. ris had left, he told the boy to bring his accounts that her bulworks on one side, and part of her W. S. Emens, and G. Shufeldt of the United for settlement and he came in about half an hour, for Wilson was the author of most bridge are out of water. The Heron returned States Consulate-General, Messrs. C. Jantzen, having evidently walted till they had the house every additional 50 tons would make the to Shanghai on the 3rd inst. bringing among Consul for the Netherlands and Acting Consul to themselves. And it is evident from his conother things of Krupp gun, from the submerged for Belgium, F. G. de Bonilla, Consul for duot afterwards that the savage attack he made Spain, Kinichi Kawakami, Consul for Japan, R. on Mr. Morris was not a sudden impulse. His son get past Davies and Robertson, and Wilson be expected. E. Wainswright, E. W. Rice, F. Reid, J. F. master, sitting at his office desk, objected to one or Seamon, Doctors M. T. Yates, A. Williamson, two small items-for mops-telling the boy he which has been lately commenced at the Ishi- Ward Hall, and Gulick, Captain J. P. Roberts, should have gone to an English store for them. the proposed Hongkong scale, \$600; accord- kaws-shims dock-yard is a new type of boat Rev. F. W. Ballen and several other rev. gen- as he had often been told to do. The boy used a designed by Mr. Bertin, of the Japanese Naval tlemen of the China Inland Mission, besides a filthy expression, which is rather common among good many ladies. The pall bearers were Gen- the lower class of Chinese, and told his master to closed for 187; Robertson, not out, 30, eral Kennedy, Dr. Yates, Captain Roberts and go for the mops himself. Mr. Morris, naturally Messrs Seaman, Wainewright, Reid and Rice, sngry at this, reached over for the ruler, when The funeral service was conducted by the Rev. the boy struck him in the eye, throw himself on S. C. Partridge, of St. John's College, and after | the top of Mr. Morris, pinning down one arm of the service was concluded, the Rev. Mr. Baller the latter so that it could not be used and enmade a v ry feeling address at the grave. The deavouring to indict serious injury with his coffin plate was of silver and bore the inscription knee, and, having his master by the threat, near-"Archor Russell Platt, M.D." Dr. Platt joined ly strangled him before he could free himself the Chinese Customs in August, 1875, and was Mr. Morris, who knows how to use his fists, ot Chinkiang, Wuhu, and Chefoo. At the latter attempted to punish the boy, but found the 19; Shepherd engaged elsewhere. port he was United States Consul.-Daily News. | Chinese-who is a tall, powerful Cantonese much heavier than his master-knew how to use The following appears in the New York Herald: his also: When closed with, the man endeavoured -Washington, 29rd Nov.-President Cleveland to break Mr. Morris's bank by pressing him has recently fulfilled a promise which will prob. against the table, and during this part of the ably attract as much attention generally as any proceedings the latter received considerable inexecutive act of his administration. One year juries about the body and was bitten on the ago Mr. A. C. Jones, Consul at Nagasaki, Japan, hands. After some minutes Mr. Morris sucwas recalled after six years' efficient service at ceeded in giving the boy the "Cornish buttook that point. Officers of the navy and travellers fall " and throw him heavily, when the fellow was in the East, regardless of political sentiments, done with. Taking the Cantonese by the queue represented that the removal of Mr. Jones was Mr. Morris summoned a coolie to bring the an actual detriment to the consular service in police, but the man refused to do so. On the that country, and that no one had supported the house-boy being taken to the Police Office, the American flag with more honour, ability, and Officer who was there so dhe did not see what he

> The following items are from the London and China Express of the 3rd December :-The Albetross, which recently returned from the China Station, will be paid off at Chatham on

Prince Komatsu announced before leaving here that on visiting Germany to inspect its The South Australian Chronicle of 29th Novem. military system he hoped to receive personal bor states :- Mr. B. C. DeLissa was a passenger advice from Prince Bismarck as to placing the

We deeply regret to learn that Sir Halliday

The Pegasus, 6, sloop, Commander A. M. Farguhar, which recently returned from the China Station, was paid off at Devonport on the 2nd inst. The crew, with the exception of the officers, will be granted an extra week's leave, in accordance with Admiralty instructions, for special services rendered in connection with the release of the crew of the Nisero.

The following drafts are ordered to proceed to Portsmouth and embark for foreign service: -Major E. G. Bennett, 2 sergeants, 2 corporals 5 boys, and 142 privates, 1st Northamptonshire, to join the 2nd battalion at Hongkong; and a detachment of non-commissioned officers and privates of the Medical Staff Corps, for duty in Ceylon and Hongkong, both drafts to embark in Wilson 70 Her Majesty's ship Him days on the 4th inst.

Notwithstanding the fact stated in our last issue, that it has been decided to retain Fort Hamilton, at any rate for the present. rumours are current that negotiations regarding its provinces to the north of Soul have recently been future have not been altogether closed. It is immigrating to the Russian city, where they seek | clear, however, if there be any truth at all in the sent in a light very different from that of simple

Moy Pink Fun, a Chinese merchant of New

a ship built he may, if he chooses, have pany's steamer Taichiow, which arrived here there was little or no wind, and the fremen were Gensan last month. There is, however, one re- Borneo Gold Mining Company (Limited). This to Mr. Sydney B. J. Skertchley, and "consisting | ety it was unanimously decided to build the new of 1,000 acres or thereabouts, to be selected the concessionsize, in blocks of not less than 250 | \$1.600; the difference in the expense being only gores each." The capital is £100,000, in shares of £1 each, of which 10,000 shares are offered for subscription. A report by Consul-General Baber on the

trade and commerce of Korea for the year 1885 siderably as compared with 1884, though the figures are still very small, the imports and exports together only amounting to about £382,000 The Consul-General attributes the increasthe greater consumption of Manchester goods. which articles, he says, are used by 6,000,000 ont of the 8,000,000 inhabitants of Korea. The henvier classes alone are in demand, and sized goods find no sale. A murder has been committed in Glasgow by

victim being a boarding house keeper, named Dispensary having been finally secured. The Spaniard from Manila named Vilancher, his Brunswick, and of Irish extraction: Jealousy at H.M.'s Consulate, so that no further trouble Patrick Donnelly, a native of St. John New was the motive of the crime, Vilancher suspecting that Donnelly had been too intimate with his The murder was committed in the publicroom of the house. Just as the inmates were about to sit down to dinner Vilancher, who was perfectly sober, sprang upon Donnelly, without the slightest warning, and plunged a large sheathed knife, such as is usually carried sailors, into his victim's right breast several

REUTER'S TELEGRAMS!

SUPPLIED TO THE "DAILY PRESS."

LONDON, 5th January. THE SECRETARY OF STATE FOR

INDIA.

The Conservative party having discountenanced the appointment of Lord Northbrook to

LONDON, 6th January. NEW MINISTER FOR WAR. The Right Honourable Edward Stanhope has been appointed Secretary of State for War. MR. GLADSTONE'S HOME RULE

SCHEME. The Standard publishes a paragraph stating that Mr. Gladstone is inclined to modify his

CRICKET.

HONGKONG CRICKET CLUB V. CLUB FOOCHOW TEAM.

This match was commenced at 11.30 on Saturday. Judging by the Coast record of the Club Foocbow Team, a good deal of interest was centred on the game, and it was a great disop- pose of remodelling the navy. The Chamber pointment to all to see the wretched show—hardly granted a sum of £1,000,000. cricket-made. Undoubtedly strong in bowling none of their team could find the right spot The fielding was bad all through, and had the Club team would have been considerably lower. With the exception of Scanlan, no one could stop Wilson or Coxon in the first innings, it is absurd to think that the Home Team are as far superior as would appear from the result of this match. The Stay-at-Homes winning the toss, Bush and Barff appeared to face Dawson and Smith. With the score at 11, Barff fell to a yorker from Dawson, E. J. Coxon filling the forward for the surrender of the configurated pro. of Captain N. G. Buttrey, a navigator of consicannot guarantee them scourity of life and pro- is a warm corner reserved for either the flieged | the Slat ult. The Daily News says :-- Mr. Morris | vacancy. In his second one he lifted Dawson had found fault with the negligence of his office put of the ground for 5, a performance possessing fif He said ably known on the Special and Spe

to retire for a hard hit 31. Carr later on being finely caught in the deep field by Scanlan. the leather hunting that followed, and lunch the score stood at 110, After lunch, D.w. combining, things became pretty lively, 59 runs being ailded before Wilson was run out. Darby enlivened matters by failing to stop the third chapter of a long hop, and the innings

Bramwell and Graham made a bad start for the" Wanderers," and the latter was clean bowled one to stop with him, he slone making any show of the German army was imperative. against Wilson and Coxon, who were both well on the spot. Wicket after wicket fell to Coxon, and the innings closed for 41. Scanlau, not out,

16. With a minority of 146, the "follow on opened better, the first wicket falling at 24. Savage 11. Later on Lloyd kept the field pretty fore the Queen's Bench. lively for a few overs, getting one of Coxon's well away towards the Cathedral for 5. The remaining wickets fell rapidly, and the innings closed for 92, the Home team winning by an innings and 64 runs. Wilson 7 wicket for 30; Coxon 2 for 45 the fielding being capital in both innings:

As usual, there were a large number of ladies present, and by kind permission of Colonel Anderson and officers, the Band of the Regiment played during the afternoon. The following is the full score:-

HONGKONG CRICKET CLUB. C. S. Barff, b Dawson S. Coron, c Branwell, b McLoan. Darby, b McLesu

BOWLING ANALYSIS. Ralls, Runs, Maidens, Wickets, Wide

M. D. Graban, b Wilson O b Wilson
A. de C. Scanku, not dut. 10 sanb., b Wilson
Sergt. Savege, b E. J. Cyxon B c G. Coron, b B. J. A, Lloyd, b E. J. Comon O o Robertson, b Wilson 25

BOWLING ANALYSIS. First Innings. Balls, Enns, Maidens, Wickets, Coros POLICE COURT.

8th January. Bufore MB. N. G. MITCHELL-INNES

BREACH OF HARBOUR REGULATIONS. Twelve boatmen or boarding house runners having obtained permission from the captain. They were fixed \$20 each, or in default two months' hard labour. Nine of the men paid

FOOCHOW.

The sailing vessel Johanna left Foodhow for At a general meeting of the F. A. M. & D. Soci-Theatre substantially of brick, at a cost of about \$250 more than mud walls would cost. Build ing will be commenced at once, and the Commit toe are in hopes to give one performance before the hot weather sets in.

A most deliberate spicide was committed by a man from the country early on the 30th ult., at the large grave on the hill at the back of the Tai Hing compound. The poor wretch had driven a stake into the stones, and then hanged himself with some three feet of rope, a mode of spicide not usual with the Chinese. The horrid object hung there all day on the Sist ult. affording a ghastly and unpleasant spactacle to those who passed.

Our readers will be glad to learn that at length a most suitable site for the new Foodhow Native Hospital has been purchased, the plot of ground near the Sailors' Rest, and at the back of the builder's contract has been signed and registered hear that the Committee of the Chamber of Commerce have now handed over to the Secretary of the Hospital the "Sir Harry S. Parkes Memorial Fund," amounting to \$1,790, and that the Memorial Tablet will be placed in a promin ent position of the Women's Ward, which part of the building will be called Sir Harry. - Echo.

THE AUSTRALIAN MAIL.

The E. and A. S. S. Co.'s steamer Airlie arrived from Australian ports on Saturday. | prise that the colony has been able to produce The following items are from our exchanges:-SALE OF THE AUSTRALIAN STEAM NAVIGATION CO.'S FLEET.

SYDNEY, 7th December. At a meeting of directors of the A.S.N. Company, it was decided to accept the offer of the Q.S.S. Company to purchase the company's fleet. SYDNEY, 8th December. The Queensland St-am Shipping Company

have agreed to pay £200,000 cash for the A.S.N Co.'s fleet, and take all shares at a valuation. The total purchase money probably amounts to £220,000, or £230,000. The money will be raised by the company prelimicarily in England, and it is proposed to reform the company with an inoreased capital under the title of the United Australian Steam Ship Company. The shares will be offered in the colonies if necessary. The A.S.N. Company will commence delivery as soon as the money can be sent from England, and probably arrangements for the new service will be completed early in February. The through service will require eight of the best boats of the combined fleet, and probably twelve of the lowest class boats will be laid up or sold.

THE FRENCH NAVY. LONDON, 5th December. The French Chamber of Deputies refused to grant Admiral Aube, Minister for Marine in the French Cabinet, a vote of £8,000,000 for the pur-PRANCE AND GERMANY.

BEBLIN, 3rd December. Herr Bronsart von Schellendorf, Minister for War, presented a bill in the Reichstag to-day, perative necessity. BERLIN, 5th December.

von Moltke stated that an alliance with France ing in the saloon and eleven in steerage. At the and the consequent ensuring of the peace of Eu. time of the disaster and for some weeks prerope was impossible ap long as demands were put viously, the Keilawarra was under the command vinces of Alasge and Lorreine, which Germany derable experience who has been long and favour.

In the debate the various speakers pointedly referred to the French military proparations. Herr Bronsart von Schellendorf, Minister of War, declared that there was no well-founded prospect of peace, and that France was the like-

liest source from which peril, or even war, might Count Von Moltke said that the difficulty of long romaining fully armed might lead to a decisive event at an early date.

LONDON, 10th December. General Brouvart von Schellendorff has informed the Reichstag that the Secret Committee have ascertained that Russia and France comhined are stronger than Germany and Austria combined from a military point of view, and by Wilson's second ball. Scaulan could get no | urged that the bill for increasing the strength THE IRISH QUESTION.

LONDON, 4th December. A meeting summoned for to-morrow, at Ballymote, in the country of Sligo; for the purpose of advocating the non-payment of rent, has been Coxon claimed 7 wickets for 22, Wilson 2 for proclaimed by the Government to be illegal. The Dublin Municipal Council to-day adopted resolution condemning the Government for their action in suppressing Mr. John Dillon be-

London, 6th December. The agitation commenced by the Irish Na: tional League against the payment of rent is rapidly increasing from day to day. Numerous meetings were held yesterday in various parts of the country. Several prominent Irish members of Parliament delivered addresses advocating the withholding of payments unless a proper abatament is granted.

Riots of a serious nature took place in Cork restorday evening. A violent attack was made on the police, who charged their assailants at the point of the bayonet. A large number of persons received injuries of a more or loss serious nature during the encounter. LONDON, 9th December.

The Marquis of Salisbury, speaking on the no-rent movement in Ireland, characterised the league as an organisation to provide a system of

MR. JOHN MORLEY AT EDINBURGH LONDON, 3rd December. Mr. John Morley, late Chief Secretary for Ireland, addressed a crowded public meeting at Edinburgh last night. Referring to the question of Home Bule, he stated that he was in favour of the principle of local self-government

in Scotland, though he regarded the establishment of autonomous Parliament for that country as an impossibility. THE COLONIAL INSTITUTE AND THE ASIATIO SOCIETY. LONDON, 5th December. A scheme has been proposed to unite the

Royal Colonial Institute and the Asiatic Society for the consolidation of colonial and Indian libraries, and to provide the exhibition of colonial and Indian art. THE IMPERIAL INSTITUTE.

LONDON, 6th December. In an article upon the site for the Imperial Jubilee Institute, the Daily News this morning expresses the opinion that the South Kensington site means amusement, while the erection of the Institute on the Thames Embaukment will mean commerce. It urges that the colonies should decide the question. SYDNEY, 7th December.

The following is a copy of the joint telegram from the Agents-General with reference to the proposed Imperial Institute: -- The Prince of Wales and the committee, in connection with the Agents-General, and with the concurrence of His Royal Highness, have remodeled the bases of the Institute. The name is to be the Imperial Institute for the United Kingdom, the Colonies, and India. Half of the entire space in no way inferior to the other hulf to be reserved for the Colonies and India. Each colony will have control over its own section, and the colonies will have a fair share in the general management. It is also contemplated to have, from time to time, an exhibition of specific industries and products, which would be constructed before the opening. We have settled that as the colonies are contributing a lump som, no further grant for administration can be expected from them. Your approval being received, the scheme will be definitely adopted."

THE PROPOSED COLONIAL CONFERENCE IN LONDON, 7th December.

The press predicts the best results from the proposed conference of the Agents-General and other influential British colonists. The Times declares that Great Britain must find officers and military material for the colonies, but the latter must fortify their harbours and bear the expense of building gunbouts and providing crews. The Standard declares that the formation of a Congress of colonial PRESENTATION PROX NEW SOUTH WALES

TO THE QUEEN. LONDON, 5th December, Her Majesty the Queen has requested Sir Samuel to thank the New South Wales Government for the presentation of a nugget of gold

as a memento of the Colonial and Indian Ex-THE NEW SOUTH WALES PATRIOTIC FUND. SYDNEY, 2nd December.

A meeting of the Patriotic Fund committee was held to-day, and a report showed the total subscriptions to be £37,208, and the balance for repayment to the subscribers £31,627. It was decided that the repayments commence on the 16th inst., and that 15 per cent. be deducted from the original subscriptions. EFFENSIVE FIRE IN LONDON.

LONDON, 3rd illecember. An extensive fire broke out early this morning in Knightrider-street, F.C. and in spits of the efforts to subdue the flames, an entire black of buildings was destroyed. The interior of a church was completely gutted. The loss is estimated at fully £100,000.

THE CANADIAN FISHERIES DISPUTE. OTTAWA, 4th December. The American schooner Highland Light, which was captured off Prince Edward's Island by a Canadian oruiser on the 2nd September, for fishing within the three-mile limit, has been confiscated by order of the Canadian Admiralty Court. AN AUSTRALIAN TORPEDO.

LONDON, 5th December. Simpson's torpedo, which was exhibited at the South Australian Court at the late Colonial and Indian Exhibition, has been presented to the Admiralty. The authorities have expressed sursuch a weapon: EXPORT DUTIES ON JAVA SUGARS.

LONDON, 7th December. The Datch Government propose to suspend the export duties on Java sugars. MURDER OF THE AGRNT OF THE GERMAN AFRICAN BOCIETY. ADEN. 7th December.

Intelligence has been received here of a further outrage by the Somali tribes, who have mardered the agent of the German African Society, Doctor Jushike, at Aresmazoo. PROPOSED ABOLITION OF WOOL DUTIES IN WASHINGTON, 7th December.

The report of Mr. Manning, secretary to the Treasury, presented to Congress, recommends the removal of the duties on raw wool, and the reduction of the duties on woollen goods. RECIDIVISTES FOR NEW CALEDONIA.

LONDON, 8th December. Two hundred and sixty French recidivistes have been embarked for New Caledonia. There are 96 additional convicts ready to proceed to the same destination. THE ANTARCTIC EXPEDITION.

LONDON, 9th December.

Captain Allen Young is inclined to accept the offer for him to lead the proposed commercial expedition to the antarctic regions, if he is guaranteed about £0000 and providing there is a prospect of the whaling proving successful. DISASTROUS COLLISION AT SEA.—GREAT LOSS OF THEE. YAMBA, Queensland, 9th December.

The steamers Helen Nicoll and Keilhwarra collided off the South Solitaries last night. The He stated that although there was no immediate captain, eleven of the crew, and twenty-five pagdanger of war, still the lack of control manifest- sengers were lost off the Keilawarra, which sank ed by a large proportion of the French people in seven minutes. Six lives lost on the Helen prevented Germany from living in a peaceful Nicoll. The Australian is returning to Sydney and contented manner. An increase in the Ger- with the Helen Nicoll. The City of Grafton Brisbane on Wednesday, and the Helen Nicoll was on her voyage from Grafton. The former Speaking in the Reichstag yesterday, Count had thirty-one passengers on board, twenty be-

them to distinctive mark, are Is. per ton for the first 1,000 tens, and 6d. per ton for every first 50 tons, but he argues that \$15 for total amount payable on a large ship, say one of 2,000 tons, excessive. The amount would be, for a vessel of this tonnage, according to ing to Lloyds' scale it would be £75, or say \$450. The difference is not very great when we take into consideration the fact that are on a generally higher scale bere than at home. The question therefore narrows itself | veloping a high rate of speed. to this, whether the fee in question shall be allowed to stand at \$15 or be reduced to say 312. It is one which ought not to give the Council much difficulty in deciding, always presuming it is at the option of shipowners | the Gazette:to incur the charge or not as they may think best in their own interest. If it is intended to make the fee compulsory it would partake of the nature of a tax on shipbuilding, as Mr. RYRIE put it, and it would be the duty of the unofficial members to do their best to have the Bill thrown out entirely. Compulsory Governmental interference with shipbuilding would be as objectionable as similar interference in any other industry.

The delivery of the French mail was begun at 2.20 yesterday afternoon.

in Saturday's Gazette.

Empire, has been decorated by His Majesty the Emperor of Japan. The football match Sassenachs v. Celts, which

was to have been played is t Thursday afternoon. is new fixed for to-morrow afternoon, play to commence at 4.15 p.m. The Portuguese Consul has left Shanghai

and the Daily News believes Portuguese interests have been placed in the hands of the Italian Consul pro tem.

The Korean Legation, No. 10, Odawara-cho, BRIEF but interesting discussion took Sanchome, Tsukiji, Tokyo, was opened on January 1st, when the Korean flag was hoisted in Japan for the first time. We have to acknowledge receipt of the Medi-

cal Reports at the Treaty ports of (hina for the half-year ended 30th September last, issued by The Daily News of the 6th inst. says: - Mons. Thiebaut, Consul Suppléant at Shanghai, is

leaving by the Yangted this morning for Paris, and not for Hongkong as originally intended. The Acting Superintendent informs us that he P. & O. S. N. Co.'s steamer Nepaul, with

for this port on Saturday morning, at 7 o'clock The stamp revenue last year was \$176,001, au increase of \$30,419 on the revenue for 1885. The principal items of increase are probate or letters of administration, conveyance or assign-

The North Bornes steruld is informed that

the Government is making arrangements for a

steamer to call at Sandakan from Hongkong on her way to Australian Ports after the Chinese We learn that Mr. H. L. Dennys has again placed his valuable collection of works on the

been written up to date, and contains a large M. Kraetzer, late French Consul-General a r ute for Marseilles. Madame Krastzer accompanies him as also M. Thiebaut, late Vice-

pany's stepmer Taichiow, which arrived here there was notice or no wind, and the area were stepmen and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and develop that the formation of a Congress of colonial company has been formed to acquire and the formation of a Congress of colonial company has been formed to acquire and the formation of a Congress of colonial company has been formed to acquire and the formation of a Congress of colonial company has been formed to acquire and the formation of a Congress of Bangkok which was short of water and provisions houses have been considerably damaged. Much main in their new homes. There has been, we granted by the British North Borneo Company in the Gulf of Siam.

The French Government transport Bien Hoa, Captain Aymes, from Toulon, arrived at Singapore on the 29th December, with naval and military reliefs for Cochin-China and Tonquin. The steamer from the Yokohama Police station was Bien Hou called in specially to land seven natives present and did good service. We believe the sense of the word. The principle is entirely whom she picked up drifted to see near the An-

> extra tax on sugar. . I be exporters resented this, and refused to ship any more out of the island. new Japanese cruiser Unebi-kan continues and It now appears that the combination has fullen increases. The Japanese Government have desugar cargo to Shanghai on the 2nd inst. from Mokehama in search of her, and on Plete satisfaction for the destruction of mission Saturday with the search of her, and on Saturday will do well to enforce complete satisfaction for the destruction of mission search of her, and on Saturday will do well to enforce complete satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of her, and on the satisfaction for the destruction of mission search of the satisfaction for the destruction of mission search of the satisfaction for the destruction of mission search of the satisfaction for the satisfaction for the destruction of mission search of the satisfaction for regret to record a bad accident to Mr. Sinciair. engineer of the Taku Dock. He had a fall from

of the Yu-shun on the road insensible, in which state he remained till the following morning. He is now much better. The Hiogo News is informed on reliable ausaid to be made in the public interest. But thority that there is every probability of Chiarini's great show visiting Kobs. It believes it is the intention of Mr. Chiarini to leave Yokohama with his circus and menageric about the where he will give a series of performances.

and then visit Kyoto, Osaka, and Kobs.

Phursday week, and was found by Mr. Mulcolm

On Saturday evening there will be an enter-tainment at the City Hall Theatre in aid of the funds for the usual treat to the children of the non-commissioned officers and men of the Garrison. Among the items to be produced is the burlesque Buttercup Bower, which was performvices of the Government Marine Surveyor are ed with so much success at the recent fête at

ference and approximate, presumably, to the countenance from the Government, which does the Man Mo Temple deity on the Avanias who charges of the open market, Lloyds charges, not approve of its subjects embarking in enter- had the temerity to take a false oath to his face

It seems (says the Daily News) that all attempts The flags of the Consulates and men-of-war at coolie the day before, when the house-boy being that Gormany disclaimed all idea of conquest, but was determined to keep all the territory she have now been given up of this of the Chinese Shanghai were at half-mast on the Sist uit. The flags of the Consulates and men-of-war at coolie the day before, when the house-boy being that Gormany disclaimed all idea of conquest, but was determined to keep all the territory she could be the consulate of the consulates and men-of-war at coolie the day before, when the house-boy being that Gormany disclaimed all idea of conquest, but was determined to keep all the territory she

The Japan Gasette says :- The man-of-war Length 150 feet; breadth 25 feet; draught 16.2

duce some tangible results hama, was completely destroyed by fire on the ture toapproach the neighbourhood. The sickness and Hongkong, and who has been a resident at Harkin with having unlawfully boarded the morning of the 31st December. The Jupan which prevailed in Vladivostock last summer is New York since 1863, has obtained naturaliss. Austro-Hungarian steamer Berenice without Mail says :- The flames were first observed about attributed to the evil odours emanating from these | tion papers in the United States District Court. half-past three, having started in the back part districts. Russian authorities are not likely to Interpreter Gong Hoa, one of the big guns of of the house, probably to an apartment adjoining | be over-tender in their dealings with such a nui- | Chinese New York, says that fifty of his counthe billiard-room, used as a dining-room. They sauce. They have determined, it is said, to hunt trymen in that city are American naturalised their fines. spread with such great rapidity that no at the Koromis out of the place with all possible ex- citizens, and that it will not be long before the tempt could be made to save any property, the pedition. Two hundred and fifty of the smutty | number is five hundred. whole building being by the time that the en-limmigrants were placed in the Japanese steamer assistance to a junk bound from Holhow to the roofs of more than one of the neighbouring to be baptized into the true faith, they may redifficulty was experienced in obtaining a suffi- suspect, a wholesale religious ceremony in the cient supply of water, and as a result one of the suburbs of Vladivostock are this. One creed is steamers had to pump from the Fire Brigade pretty much the same as another to a man who well, while the hose of the other was led from welcomes incrustations of dirt as a means of keepthe well in Musashiyokocho, near No. 73. The ing his body warm." hotel was insured. Mr. James, the proprietor, is at present absent in Kobe. During the fire one or two persons sustained injuries, one man

public gambling at No. 52, Caine-road. Inspector Bremner organised a raid on this house in consereasonable? To decide this we can- gold deposits which ought to be an immense for- default of the fine, committed him to gaol for six board the Glengyle for robbing the boxes of Chi

gambling master or the informer.

A Shanghai resident, Mr. Samuel J. Morris, then, for ships building under the special prises and business projects in States where it has not yet been made public, but doubtless there had an unusual experience with his house boy on

VESSELS ADVERTISED AS LOADING. THE ITALIAN ARMY. Wales coasts from his connection with the A.S.N. LONDON, 19th December. Company, which extended over thirteen years. General Ricotti, the Minister of War, has STANLEY FALCS CAPTURED. POR FREIGHT APPLY TO TO BE DESPATCHED CAPTAIN. VESSEL'S NAME stated in the Italian Chamber of Deputies that DESTINATION LONDON, 10th December. Italy is in a position to mobilize 400,000 men. Intelligence has been received to the effect THE VACANT BULGARIAN THRONG that a body of Arabs have captured Stanley On 18th inst., at 4 P.M. LONDON, 17th December. P. & O. B. N. Co...... E. G. Stead ... Falls, in the Congo Free State. Kajsar-i-Hind (str.) LONDON, &c., VIA SUEZ CANAL The Journal de St. Petershourg publishes an On 14th lust. Butterfield & Swire Hongkong Jones THE LIPEBOAT ACCIDENTS AT SOUTHPORT. LONDON VIA SURZ CANAL Telemachus (str.).. article ridiculing the candidacy of Prince Fer-Quick despatch Carlowitz & Co..... Sauermilah Hongkong LONDON, 11th December. Columbus LONDON AND HAMBURG dinand of Saxe-Coburg for the Bulgarian throne. Postan & Co..... Quick despatch. Hongkong A lifeboat stationed at Southport, Lancashire V. Rocio Erminia C LONDON AND HAMBURG ... LONDON, 19th December. Melchers & Co..... Quick despaton. Hongkong Johannes Froke out off to the rescue of a crow of a vessel wreck-HAMBURG..... On 15th inst., at Noon. The candidacy of Prince Ferdinand of Saxe-Hongkong O. Bachrach ad on the sands near there. A heavy sea struck C. Bechtinger ... Berenics (str.) To-morrow, at Noon. Coburg for the Bulgarian throne has been dropthe boat, causing her to capsize, and thirteen of Loagtong Messageries Maritimes ... Yangtse (str.) Lormier ... MARSEILLES VIA SAIGON, &c. Melchers & Co..... ped. Russia insisting on Prince Nicholas of On 24th inst., at Noon. the crew were drowned. H. Bair Neckar (str.) .. BREMEN, & PORTS of CALL On 18th inst. -Another disaster involving loss of life is re-Carlowitz & Co..... Pizzarello Mingrelia. Bormida (str.) GENOA, & PORTS of CALL. Arnhold Karberg & Co.... Quick despatch. 22nd December. Hodgkonz ported from Southport to-day. The second life-boat attempted to reach the wrecked vessel HAVRE AND LONDON Theodor Rugor Meyer To-morrow, at 3 P.M. The Bulgarian deputation has left Serlin Hongkong Oceanio (str.) SAN FRANCISCO VIA Y'HAMA.. On 22nd inst., at 3 P.M. P. M. S. S. Co.... which was on the sands, and this boat was also route for Paris. lity of Rio (str.) SAN FRANCISCO VIA Y'HAMA... Melebers & Co. Quick despatch: capsized and fourteen men perished. Th. Ryan Honzkong ENGLAND AND TURKEY. John Traher...... SAN FRANCISCO Quick despatch. Russell & Co..... LORDON, 19th December. R. Meelde Hongkong DEATH OF AN ITALIAN STATESMAN. SAN FRANCISCO The Morning Post in a leading article, which Quick despatch. Melchers & Co..... J. H. Marriman Hongkong ROME. 11th December. SAN FRANCISCO bears all the appearance of having been inspired Siemsien & Co..... Quick despatch. Hongkong The death is announced of M. Marco Ming-Baxter Balph M. Hayward NEW YORK Quick despatch. warns Turkey against a continuance of her Rus-C. H. Havener | Hongkong Pustau & Co. Haydn Brown hetti, the well-known Italian statesman. NEW YORK On or about 13th inst. Russell & Co..... sophile and anti-English Policy. England, says Hongkong Mark Lane (str.) . Portar.... THE ENGLISH CRICKETERS IN AUSTRALIA. NEW YORK VIA SUEZ CANAL .. A. O'Brien Quick despatch. the Morning Post, cannot permit the Sultan in Melohers & Co..... Hongkong SYDNEY, 26th November. VICTORIA, (V.I.)..... view of the serious political situation in the East Quick despatch. Hongkong C. M. Noyos ... The English Eleven commenced a match PORTLAND (OREGON) Butterfield & Swire to continue his present double policy. England To-day, at 4 P.M. J. D. C. Arthur Hongkong day against eighteen of Goulburn and district Chingtu (str.) PORT DARWIN, SYDNEY, &c has given Turkey abundant proof of sincere d'A. de St. Croix Hongkong Jardine, Matheson & Co.... On 14th inst., at 3 P.M. 28th November. Wingsang (str.) ... CALCUTTA VIA STRAITS On or about 14th inst. friendship, notably in the manner in which Eng-Gibb. Livingston & Co Hongkong Riddock Shaw's Eleven concluded their match against SINGAPORE AND LONDON Banledi (str.). P. & O. S. N. Co..... To-day, at 3 P.M. land has acted in Egypt. The article concludes Hongkong 18 of Goulburn on Saturday, the Englishman SINGAPORE. PENANG, &c... Kishgar (str.) . To-day, at 3 P.M. by stating that the hesitation of Turkey at the Jardine, Matheson & Co Hongkong winning by an innings and 50 runs. Joon Celebes (str.)..... BATAVIA, SAMARANG, &c., Russell & Co..... present moment will compel England to counter On 19th inst., at 3 P.M. Ellis Hongkong SYDNEY, MELBOURNE, &c. 29th November. Airlie (str.) act Russia's threats by resolutions and measure The match between the English cricketers To-morrow. Nelson Butterfield & Swire Hongkong Menelaus (str.).... YOKOHAMA DIRECT Quick despatch. which will speedily convince the Porte of the P. & O. S. N. Co..... and the Cootsmundra team commenced yester-Nepaul (str.)..... SHANGHAI To day, at 3 P.M. Jardine, Matheson & Co.... danger of its policy. Honzkong day, and was concluded to day. The English-Lessang (str.) SHANGHAI Butterfield & Swire THE WIDENING OF THE SUEZ CANAL men in their first innings made 154 the local Asquith Hongkong Daucalion (str.) SHANGHAI VIA AMOV Douglas Lapraik & Co On 12th inst., Daylight LONDON, 19th December. S. Ashton Hongkong team only scoring 67. They followed on, and Haiphong (str.)..... SWATOW. AMOY. & FOOCHOW An agreement has been arrived at between Phra Chom Klao(str.) W. H. Watton Hongkong Yuen Fat Hong in their second innings scored 113, but the SWATOW AND BANGKOK the Government of Egypt and a company for Englishmen won by 10 wickets and 3 rans. the widening of the Suez Caual. The width 3rd December. of the canal from Port Said to the Bitter Lakes The English Eleven commenced a match today against eighteen of Sydney juniors. The is to be forty-four metres, thence to Suez sirty- ON CALCUTTA. METEOROLOGICAL REGISTER. Sydney team batted first, and made a very poor metres. THE FRANCO-ENGLISH SOMALI DISPUTE. display. The innings closed for 76, and the On date | On date LONDON, 19th December. Englishmen have four wickets down for 130. at 10 s.m. at 4 p.m. SHANGHAL .-Owing to French representations, Major Hun-The English scores are Lohman 17, Scotton 1, ter, the Assistant Resident at Aden, has been 30.28 Flowers 0. Bates 82. Shrewsbury, not out, 30. Private, 30 days' sight723 STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN Barometer asked to explain the removal of the French flag 5th December. Temperature The cricket match-Shaw's Eleven against from Dongareta, a small native town on the Direction of wind ... SUEZ, PORT SAID, MESSINA, Eighteen Sydney juniors-was resumed on Sa- Somali Coast, over which both England and Quotations are:turday. The Englishmen concluded their in France claim the protectorate. Pending an Force of wind ongkong and Shanghai Bank Shares 159 nings for 312. The fielding of the Juniors was understanding it had been agreed between both per cent. premium, buyers. Rain miserally weak. The following are the English countries that there should be a maintenance of 1.—Basowerse reduced to 32 degrees Fabronheit and to
the level of the sea in inches, tenthe and hundredths.
3.—Temperature in the shade in degrees Fabronheit.
3.—Hunteux in percentage of exturation, the humidity of
air saturature with moisture being 100.
4.—Demonsor up the Wind according to Heaufort Scale.
5.—Fonce of the Wind according to Heaufort Scale.
6.—State of the Wind according to Heaufort Scale.
6.—State of the Winders B. blue sky; C, detached clouds: D. driszlingmin; F. fog; G. gloomy; H. bail; L. lightning; C. overoast; P. passin chowers; Q. squally; R. rain;
8. snow; T. thunder; V. visibility; W. dow (wet).
7.—Rain in inches, tenthe and hundredths. Union Insurance Society of Canton, Limited scores -Sbrowsbury, 82; Sherwin, 10; Barnes, the state quo. LONDON, 21st December. 21; Ginn, 27; Rad, 2; Briggs, 43; Barlow, hina Todors' Insurance Company's Shares-The Temps suggests that the Dongarets ennot out, 20; sundries, 4: The Juniors commenunity should be dropped, and states as the cause ced their second innings, and one wicket was

North China Insurance—Tls. 285 per share of the matter in dispute that the hoisting of the Yangtere Insurance Association—Tls. 114 per tricolor; in the first instance was the set of the natives who were ignorant of the Franco-Eug-Chinese Insurance Company, Limited-\$180 per

On Tai Insurance Company, Limited—Tls. 148 The writer of a letter to the Temps from Aden charges English Agents with the massacre of Canton Insurance Office, Limited \$75 per the crew of the Pengouin, alleging as the cause share, ex div., sellers. the eof a suspicion of French designs for an-Hongkong Fire Insurance Company's Shares-\$4274 per share. China Fire Insurance Company's Shares-\$91

per chare, sellers. Hongkong and Whampon Dock Company's Shares-123 per cent, prem., sellers. Hongkong, Canton, and Macso Steambest Co.'s Shares—\$83 per cent. prem., sellers. Indo-China Steam Navigation Co.'s Shares-5 per cent. discount, sellers. China and Manila Steamship Company, Limited. -30 per cent. discount, nominal.

Douglas Steamship Company, Limited-\$46 per share. Hongkong Gas Company's Shares-\$125 per Hongkong Hotel Company's Shares-\$195 per China Sugar Refining Company, Limited—\$125

Luzon Sugar Refining Company, Limited - \$58 WITH OPTION OF CALLING AT COLOMBO. per share. Hongkong Ice Company's Shares-\$40 per Hongkong and China Bakery Company, Limited | will leave for the above places TO-DAY, the -\$120 per share. Perak Tin Mining and Smelting Company -\$10 per share Punjom and Sanghie Dua Samantan Mining Company, Limited-\$14 per share, sales.

Perak Sugar Oultivation Company-Tis, 18 per Hongkong Rope Manufacturing Company, Limited--\$52 per share. Hongkong and Macso Glass Manufacturing Co., Limited -60 per cent. discount. A. S. Watson & Co., Limited—32 per cent. premium.

per share. Chinese Imperial Loan of 1884 A-2 per cent. Four P.M. premium. Chinese Imperial Loan of 1884 B-6 per cent. premium. Chinese Imperial Loan of 1884 C-8 per cent.

seilles.—Mrs. Baumann, Mr. and Mrs. W. Judd Mossirs. J. Forster and Henningson, Revs. Rues, rejoinder to Hanlan's pretension to the cham- Zimmermann, Kase, and Frayssinet. From Sin-Pionship, Joseph Thompson has specially directed gapore,—Messrs. Juliers and Van Delden and son, 1 Malay and 5 Chinese. From Saigon lan £250, and £500 forfeit, for a match for _Mr. Cize. and 24 Chinese. For Shanghai HONGKONG TEMPERATURE. -From Marseilles. - Revs. Lomeric, Lafaurcade, and Kault, Mr. Aubert, and I Chinese From Colombo.—Mr. Rosenweig. For Hyogo. -From Marseilles. - Revs. Cotin and Chuquet.

(FROM MARRIS. FALCORNS & Co.'s REGISTER.) Beach arrived at 2 o'clock this afternoon, and For Yokohama.—From darseilles.—Revs. Pa-pinot and Steichers, and Mr. Turllet. From Barometer - i F.E. ley's Head. He was conveyed in a steam tug to Suez.—Messrs. Torio, Ota, and Takonantohi. From Singapore.—Mr. S. Joseph. Thermometer-4 P. M. Thermometer-1 s.g. (Wet bulb)......bi REPORTS Thermometer-42. Wet bulb) The British steamer Ningpo, from Shanghai Thermometer-Marimum 5th January, reports experienced fresh monsoon throughout the passage till arrival.

The British steamer Yangisze, from Wuhu HONGKONG TIDE-TABLE. procession the chammion sculler being cheeredlus- 4th January, reports had strong mensoon and fily all the way. The shipping in the harbour high sea throughout the passage; first part hazy.

was gaily decorated with bunting, and there was weather, latter part fine weather. The Austro-Hungarian steamer Berenics, from throughout the town, and "welcome" mottoes Singapore let January, reports had fine weather up to 15 lat. and 114 long., thence to port very high ses and very strong north-east monsoon with rain now and then.

The British steamer Hainhong, from Forchow 5th January, Amoy 6th, and Swatow 8th, rehas deposited £100 for a match with Beach for ports from Foochow to Amoy had light N.E. winds and fine weather. From Amoy to Swatow ceive £100 expenses; the matth to take place strong winds and considerable sea. From Swanert June. In Amoy str. Celebes. In Swatow strs. Fook. | 841. 15 sang, Hailoong, and Stenior.

The British steamer Trichious, from Bangkok 1st January, reports experienced light airs and calms in Gulf of Siam, where assistance was mail of the 3rd December, arrived here yesterday rendered to a junk bound from Holhow to Bangkok she being short of water and provisions. THE RESIGNATION OF THE CHANCELLOB OF THE fresh E.N.E. winds. Passed Pulo Condors at neon, 3rd, and from thence to port had strong N.E. monsoon and considerable ses with clear The Chancellor of the Exchequer (Lord weather.

Randolph Churchill) has resigned his portfolio. declining to embody in his Budget the Admiralty The British steamer Airlie, from Sydney 5th and Army Estimates which he regards as ex-December, Newcastle 8th, Morten Bay 11th, cessive and uncalled for by the present condi-Townsville 16th, Cooktown 17th, Thursday Iztion of foreign affairs. As a further reason for land 21st, and Port Darwin 28th, reports had his retirement from office, he states his discontent experienced moderate to fresh south-east and with the legislative programme of the Cabinet. | easterly winds with thick hazy weather, neces-The Times considers the step to be ill-timed sitating anchoring and heaving to several times, and imprudent. In a leading article upon the and heavy rain squalls to Port Darwin, light subject it advises a Coalition Ministry with Lord variable winds to Cabra Island; from thence to Hartington as leader of the House of Commons. port had fresh N. to N.E. monsoons with moderate sea and fine weather.

COMMERCIAL INTELLIGENCE. SATURDAY, 8th January.

Credits, at 4 months' sight3/43

Credits, at 4 wonths' sight4.30

Credits, 60 days sight821

Bent on demand Henrich 18344

sight3/41

Documentary Bills, at 4 months'

DN PARIS .--

ON NEW YORK .-

ON BOMBAY.-

Queen's Bench in Dublin, on Thursday, to an-Quotations are:-This year's New Malwa ... 3500 per pioul, allow of LONDON, 19th December. 2 catties. Mr. Parnell has notified that he will reserve Last year's New Maiwa... \$520 per picul, alloe. of his opinion of the National League Plan of [2 to 2] catties. Campaign, whereof he has been hitherto in Old Malwa\$540 per picul, alice of 41 ignorance; until he has conferred with the pro-

motors of the scheme, for which purpose he in-tends to go to Iroland. Various meetings of Benares (New) 495 tenants were held in Ireland yesterday. The Nationalist members preached perseverance in EXCHANGE: the plan they had inaugurated. OF LONDON.--London, 22nd December Bank Bills, on domand3/4 Bank Bills, at 30 days' sight3/41 Bank Bills, at 4 months' sight ... 3/44 a 3/44

The collection of rent in Ireland under the National League plan of campaign stilkteontinues, though now it is conducted in secret. THE COLIN CAMPBELL DIVORCE CASE. LONDON. 19th December.

down for 36.

risk it again.

for 77 runs.

6th December.

Brisbank, 6th December.

SYDNEY, 13th December.

A match between Shaw's English team and a majority of votes.

lish negotiations regarding the protectorate.

THE NATALIANS AND THEIR GOVERNOR.

The resolution expressive of want of confidence

in Sir Arthur Havelock, the Governor, has been

BURMAH HONOURS.

vices in Burmah.

and 160 Chinese.

and 330 Chinese.

Moses, and 95 Chinese

lev. and 595 Chinese.

Chinese, from Singapore.

Colonel Sladen has been knighted for his ser-

SHIPPING INTELLIGENCE.

(Continued from 1st page.)

PASSENGERS.

ARRIVED.

Per Berenies, str., from Trieste, &c. -600

Per Kutsang, str., from Shanghai.-23 Chi

Per China, str., from Swatow.- 1 European.

Per Kwanglee, str., from Shanghai.—Mr.

Per Celebes, str., from Amoy.-Mr. Matts.

Per Menelaus, str., from Liverpool, &c.-Mr.

Per Stenior, str., from Shanghai.-Mr. and

Per Yangise, str., from Shanghai.—For Hong-

Mrs. Cave Thomas, Messrs. Gitten and Wood-

kong.—The Misses Stewart (2), Mrs. Ross, Mrs.

G. da Costa, Miss Bieber, Messrs. Bell-Irving,

pore. Mr. Price. For Marseilles. Mrs. Nicholl

and infant, Mr. and Mrs. Kraetzer, Messrs.

Wolfenden, Thiebaut, J. H. Taylor, J. Darwen,

Per Anadyr, str., for Hongkong, -- From Mar-

Stewart, J. William, and Ting Fook.

L. Pila, and May, and 2 Chinese. For Singa-

J. H. Bailey, and 4 Chinese from Singapore.

adopted in the Natal Legislature by a large

LONDON, 23rd December.

LONDON, 19th December.

LONDON, 4th December.

At the cricket match to-day the Junior's con-

claded their innings for a hundred and six runs.

The Englishmen winning by an innings and 130

Shaw's English Eleven have intimated that

having filled up their programme in the country nexistion.

they have finally decided not to come to Brisbane.

districts of New South Wales. They further

state that their last visit to Queensland was a

comparative failure and they would not care to

New South Wales team was commenced on Fri-

day and continued on Saturday. The New

South Wales team scored 117 in their first in-

nings. The Englishmen remained at the wickets

nearly all day on Saturday and the last wicket

felt when 220 had been scored. Shrewsbury

made 64; Barlow, 4; Barnes, 2; Read, 35;

Scotton, 1; Gunn, 34; Briggs, 0; Bates, 12;

Flowers, 0; Sherwin, 20; Lohman, not out, 40,

and sundries 8. Turner bowled splendidly for

the New South Wales team taking 7th wickets

BEACH'S RECEPTION IN AUSTRALIA.

Beach landed at Port Adelside to-day, and

was accorded a most enthusiastic reception. The

champion then proceeded to Adelaide where he

was formally received by the mayor, council, and

a number of prominent citizens. Subsequently

Beach appeared at the town hall before an im-

mense crowd, and was met with a perfect evation.

was formally welcomed at the Town Hall by the

Mayor, and accorded a most hearty reception by

a great crowd of citizens. Beach and other

scullers took part in an aquatic demonstration on

the Albert Park Lake in the afternoon, which

was witnessed by a vast crowd. In the ovening

Beach appeared on the boards of the Theatre

Royal, and was presented with a handsome

bracelet for his wife, and £25 for himself. Beach

pelled to defend the championship. He re-

gards Matterson as the future champion, and

speaks confidently of his own ability to hold

Haulan safe for several years to come. As a

Deable to send a cable to England, offering Han-

£1,000 with Beach, on the Parramatta River.

Beach says he is anxious to row Haulan and

was met by the Reception Committee off Brad-

the Circular Quay, and from thence was taken

in a drag, at the head of a long procession of

vehicles, to the Colonial Secretary's office,

where he was introduced to Lord and Lady Car-

rington. The procession then proceeded to the

Town Hall, where a public reception took place

Beach was received with a most enthusiastic wel-

come. An immense crowd congregated on the

Circular Quay and line the whole route of the

quite a profusion of flags throughout the city.

Floral decorations were also largely used

BEACH AND HANTAN.

The sporting editor of the Australasian has

received a cablegram from the editor of the

London Sport-man, to the effect that Hanlan

£500 a-side on the Par amatta, Hanlan to re-

THE FRENCH MAIL.

The M. M. steamer Anadyr, with the London

atnoon. The subjoined telegrams are taken from

EXCHEQUER

THE PROSECUTION OF HOME BULERS.

The proceedings against Messra. Dillon,

O'Brien, Harris and Sheehy at Loughren have

been abandoned and instead the defendants have

been summoned to appear before the Court of

THE IBISH NATIONAL LEAGUE.

swer to a charge of conspiracy.

LONDON, 23rd December.

LONDON, 19th December.

MELEOURNE, 13th December.

were to be seen on all hands.

Caylon and Indian papers :-

SYDNEY. 3rd December.

boat him for the championship, or be defeated.

does not wish to row again, except he is com-

Beach arrived here vesterday morning, and

ADELAIDE, 25th November.

MELBOURNE, 28th November.

After an eighteen days' trial the Colin Campbell divorce case has been concluded, the verdict of the Court is that the charges have been mutually not proved and both petitions have been dis-

GREAT SNOWFALL ON THE CONTINENT. LONDON, 23rd Decembe. There has occurred a serious block upon the Swiss, the Northern and Central German rail; ways, in consequence of a detention of the mails for two days.

INDO-CHINA STEAM NAVIGATION 1 TR TO IGTE JAKE LET, 1887. Rigg Warns, LOW WATER L. Flongkong Mean Time. Raight, THE Company's Steamship Captain d'A. de St. Croix, will be despatched M. 10 m 10 26 for the above Ports on FRIDAY, the 14th instant, at TRREE P.M. commodation specially constructed to meet the 2 Si a COAST METEUROLOGICAL REGISTER.7th January, 19-7, at 9 2,20

on or about the 14th instant. 30.33 40 SOW 30,07 8 Sta J,nu ry, 15 7 at 10 ' m. Captain Asquith, will be despatched as above on FRIDAY, the 14th instant. Foochow ... 80.40
Foochow ... 80.40
Fhangania ... 80.40
Wisdie ... 80.39
Wisdie ... 80.14 T. MI --- WHT 6 ---30.14 7 50 x 6 The Barometer has rinen and gradients are steep for N.E. winds. The temperature in low, the humidity moderate, and the weather fine. oth January, 1887, at 4 r.m.

STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, ADEN, SUEZ. PORT SAID, BRINDISI, & TRIESTE. (Taking Cargo at through rates to CALGUTTA, 30.08 3+20 30.28 Hongkong ... Amoy Fooshow ... Shanghai 80.41 30.41 above on the 15th Jan., 1887 at Noon. 30.19 3 - 388 + 5 and Passage, apply to the Agency of the Com-Oth January, 1887, at 10 a.M. pany, Praya Central. 90.08 90.28 THE . Antoy Potehow Shanghal Nogareki Windi-80.41 41 17 1 80,12 80.59 4 66 mm - 3 b

Happing Observatory, 6th January, 1887.

W. DOBEROK.

THE P. & O. S. N. Co.'s Steamship "NEPAUL" will leave for the above place about 24 hours C. M. Noyes, Master, will load here and after her serival with the cutward English Mail. have quick despatch. E. L. WOODIN. Acting Superintendent. Hongkong, 6th January, 1887.

STEAM TO SHANGHAL.

VESSELS ON THE BERTH NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTING UNITED COMPANIES).

To morrow, at 8 A.M.

NAPLES, LEGHORN, AND GENOA. aking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITER- ATLANTIC AND OTHER CONNECTING BANEAN, -ADRIATIC and LEVANTINE PORTS: ALEXANDRIA, ODESSA, and MAR. SEILLES, and also to BUENOS AYRES, MONTEVIDEO, VALPARAISO, and CALLAC.) THE Company's Steamship

"BÖRMIDA," Captain Pizzarollo, will be despatched as above Steamers from Shanghai and Japan Ports. on TUESDAY, the 18th instant. The Steamor has splendid Accommodation for Passengers and carries a Doctor and Company's Office until Five P.M. the day pre-For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., NETHERLANDS INDIA STEAM NAVI-

W. DOBERCK.

Hongkong Observatory, 9th January, 1887.

VESSELS ON THE BERTH.

GATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND

SOURABAYA, VIA SAIGON AND

SINGAPORE.

"CELEBES.

STEAM TO SINGAPORE, PENANG,

AND BOMBAY.

"KASHGAR,"

CHINA NAVIGATION COMPANY,

LIMITED.

MELBOURNE.

E. L. WOODIN,

Acting Superintendent.

THE P. & O. S. N. Co.'s Steamship

JARDINE, MATHESON & Co.,

TO-DAY, the 10th inst., at THEER P.M.

For Freight or Passage, apply to

Hongkong, 8th January, 1887.

10th instant, at THREE P.M.

Hongkong, 6th January, 1887.

THE Company's Steamship

For Freight or Passage, apply to

Hongkong, 30th December, 1886.

THE Steamship

instant.

BUTTERFIELD & SWIRE, Agents.

UNION LINE.

MARK LANE,"

above Port on or about THURSDAY, the 18th

For Freight or Passage, apply to RUSSELL & Co.,

COMPANY, LIMITED.

CALCUTTA.

'WINGSANG."

This steamer has Superior First Class Ac-

For Freight or Passage, apply to JARDINE, MATHESON & Co.,

THE "BEN" LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

"BENLEDL"

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VLA AMOY.

(Taking Cargo and Passengers at through rates

for NINGPO, CHEPOO, NEWCHWANG, TIENTSIN.

HANKOW, and Ports on the YANGTSZE.)

"DEUCALION."

BUTTERFIELD & SWIRE, Agents.

AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

MADRAS, PERSIAN GULF, BLACK SEA,

LEVANT & ADBIATIC PORTS).

"BERENICE.

O. BACHRACH,

General Managers.

GIBB. LIVINGSTON & Co.,

FOR SINGAPORE, PENANG, AND

Hongkong, 5th January, 1887.

requirements of tropical climates.

Hongkong, 7th January, 1887.

For Freight or Passage, apply to

Hongkong, 4th January, 1887.

THE Company's Steamship

For Freight or Passage, apply to

Hougkong, 6th January, 1887.

THE Company's Steamship

Hongkong, 3rd January, 1887.

HE British Steamer

FOR NEW YORK VIA SUEZ CANAL.

Captain Porter, will be despatched for

THE Company's Steamship

Hongkong, 7th January, 1887. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

Agents.

FOR SYDNEY, MELBOURNE, AND ADELAIDE. Captain Joon, will be despatched as above (Calling at PORT DARWIN and QUEENSLAND

PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.) HE Steamship "AIRLIE,"

Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 19th instant, at THREE F.M. For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, 5th January, 1887. U. S. MAIL LINE.

[109 PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVER LAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO. FOR PORT DARWIN, SYDNEY AND

THE U.S. Mail Steamer "CITY OF RIO DE JANEIRO." will be despatched for San Francisco, via Yokohama, on SATURDAY, THE PENINSULAR AND OBJENTAL STEAM Straits Settlements, Batavia, Burman, Caylon, the 22nd January, at THREE P.M., taking Singapore Insurance Company, Limited. \$22 J. D.C. Arthur, Commander, will be despatched Passengers and Freight for Japan, the United "KAISAR-I-HIND," Captain E. G. Stead. Adam, Natal and the Cape, Egypt, Malta, and as above TO-DAY, the 10th January, at States and Europe.

The attention of Passengers is directed to the portation to Yokahama and other Japan Ports, supprior Accommodation offered by this Steamer. to San Francisco, to Atlantic and Inland Cities Four P.M. First-class Saloon and Cabins are situated for- of the United States, via Overland Railways, to are accommodated in the Poop. A Refrigerat- in Mexico, Central and South America, by the Office until TEN A.M., on the day of sailing. Chinese Imperial Government 1885 Dollar Loan ing Chamber ensures the supply of Fresh Company's and connecting Steamers.

Provisions throughout the entire voyage.

Through Passage Tickets granted to E France, and Germany by all trans-Atlantic lines for London will be transhipped at Bombay,

RETURN PASSAGES.—Passengers, who have direct route via Colombo. paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six and Passage apply to the PENINSULAR & months, will be allowed a discount of 20 %, from ORIENTAL STEAM NAVIGATION COMPANY'S Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances the terms and conditions of the Company's do not apply to through fares from China and Black Bills of Lading.

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages 102 will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Cullector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central C. D. HARMAN, Agent. Hongkong, 31st December, 1886.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO. ADEN. SUEZ. PORT SAID, TRIESTE, BRINDISI, ANTWERP. BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

Captain Riddoch, will be despatched as above LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

> 193 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

IN MONDAY, the 24th day of January 1887, at Noon, the Company's Steamship "NECKAR." Captain H. Baur, with MAILS, PASSENGERS, SPECIE, and CARGO, will Johannes Fooke, Master, will load here for the

leave this Port as above. Shipping Orders will be granted till Noon, For Freight, apply to Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.v., on the 23rd of January, 1887. (Parcels are not to be sent on Board: they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on Board. For Further Particulars, apply to MELCHERS & Co.,

Hongkong, 28th December, 1886.

FOR NEW YORK. THE 3/3 LII. American Barquentine Captain C. Bechtinger, will be despatched as 'RALPH M. HAYWARD." For Further Particulars regarding Freight Captain Baxter, will load here for the above

Port, and will have quick despatch: For Freight, apply to Siemssen & Co. Hongkong, 24th December, 1886.

FOR PORTLAND (OREGON.) THE 3/3 L. I.I. Am. Bark

For Freight, apply to MELCHERS & Co. Hongkong, 21st December, 1886.

"COLOMA"

VESSELS ON THE BERTH. COMPAGNIE-DES-MESSAGERIES-MARITIMES PAQUEBOTS POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON; SINGAPORE, BATAVIA, CO. LOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS MARSEILLES. AND PORTS OF BRAZII AND LA PLATA

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP. ON TUESDAY, the 11th January, of

"YANGTSE," Commandant Lormier, with

MAILS, PASSENGERS, SPECIE,

NOON, the Company's Steamship

CARGO, will leave this Port for the above Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcols until 3 P.M., on the 10th January, 1887. (Parcels are not to be sent on board; they must be left at the Agency's

Office. Contents and value of Packages are For further particulars, apply at the Comrany's Office. G. DE CHAMPEAUX.

Hougkong, 30th December, 1886. OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO.

CENTRAL AND SOUTH AMERICA AND EUROPE: THE OVERLAND RAILWAYS

"HE Steamship "OCEANIC" will be more trouble in the end. despatched for San Francisco, vid Yokohama, on TUESDAY, the 11th January, at THREE P.M. Connection being made at Yokohama with

STEAMERS.

address in full: and same will be received at the vious to sailing.

for China or Japan (or vice versa) within six is the only authorised complete Summary of months, will be showed a discount of 20 % from Postal information published in Hongkong. [6 Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and below. Consular Invoices to accompany Cargo des-

iried to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Com. pany, No. 50A, Queen's Road Central. C. D. HARMAN, Agent. Hangkong, 23rd December, 1886.

STEAM FOR SINGAPORE. PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEIL-LES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON:

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA N.B .- CARGO CAN BE TAKEN ON THROUGH 19th inst., at 2.30 P.M. BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAM-BURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTE. with Her Majestv's Mails, will be despatched from Gibraltac. CANAL on TUESDAY, the 18th January, at the Maily, &c.

Cargo will be received on board until Silk and Valuables for Europe will be tran- letters. Through Passago Tickets granted to England, shipped at Colombo; Tes and General Cargo arriving one week later than by the ordinary

For further particulars regarding FREIGHT Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. - Shippers are particularly requested to no

 ${f E},\ {f L},\ {f WOODIN},$ Acting Superintendent. Hongkong, 6th January, 1887.

FOR VICTORIA (V.I.) THE 3/3 A L. L. American Bark

"ALDEN BESSE," John A. O'Brisu, Master, will load here and will have quick despatch.

For Freight, apply to MELCHERS & Co. 12375 Hongkong, 18th December, 1886. FOR NEW YORK.

FIRE 3/3 L. 1. 1. American Bark "HAYDN BROWN," C. H. Havener, Master, will load here for the

above Port, and will have quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 24th December, 1886.

FOR SAN FRANCISCO. FRIHE 3/3 L II British back "JOHN TRAHEY,"

Th. Ryan, Master, will lead here for the above Port and will have quick despatch. For Freight, apply to MELCHERS & Co.

Horgkong, 7th December, 1886. FOR LONDON AND BAMBURG. THE 3/3 A. I.I. Italian Bark

'ERMINIA C.' V. Rocio, Master, will load here for the above-Ports, and will have quick despatch. For Freight, apply to PUSTAU & Co.

Hongkong, 1st January, 1837. FOR HAMBURG, DIRECT. 77 HE 3/3 L. I. f. German Brig. "ADOLPH."

above Port, and will have quick despatch. MELCHERS & Co. Hongkong, 10th December, 1886.

FOR HAVRE AND LONDON. FIRE 3/3 L I I German Ship "THEODOR RUGER."

Meyer, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Jo. Hongkong, 30th October, 1885.

FOR LONDON AND HAMBURG. THE 3/3 L II German Ship

"COLUMBUS." Sanermilch, Master, shortly expected here will load for the above Ports, and will have quick

For Freight, apply to CARLOWITZ & Co. Hongkong, 15th November, 1886.

TOURIST'S GUIDE. REDUCED PRICE. \$1. Containing the names of all the Articles of Trade, objects of Natural History, Furniture. CHINESE LANGUAGE, in two Ports.

The Daily Press Office.

MAILS EXPECTED.

THE INDIAN MAIL. The Indo-China steamer Wingsang, with Indian mails, left Singapore on the 2nd, and is

due here on the 10th instant.

THE AMERICAN MAILS. The P. M. stoamer City of Rio de Janeiro. with the American mail of the 11th December. left Yokohama on the 6th, and may be expected here on or before the 13th instant. The O. & O. steamer Gaelie, with the American mail of the 21st December, left San.

about the 18th instant. THE ENGLISH MAIL. The P. & O. S. N. Co.'s steamer Nepaul, with the next outward English mail, left Singapore at 7 a.m. on the 8th, and may be expected here on or about the 14th instant.

Francisco on that date, and is due here on or

STEAMERS EXPECTED.

The China Navigation Co.'s steamer Taiyuan left Singapore on the morning of the 4th, and is due here on or about the 11th instant. The O. S. S. Co.'s steamer Deucalion left Singapore on the morning of the 5th, and is due here on the 12th instant.

The Norddeutscher Lloyd steamer General Werder left Bremen on the 2nd January, and is due here on or about the 15th February.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addresses need do is to. note on the cover, Sent to ____, or Received at 7 n.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs : it is a mistake to lot such matters pass for fear of giving trouble, a course which generally gives

LOCAL DESIVERY-No delivery is attempted on board Ship, at the Penk, Kowloon, Aberdeon, &c., nor at any private house (even though named in the address) when there is a place of All PARCEL PACKAGES should be marked to business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date RETURN PASSAGES .- Passengers, who have will be found in the Daily Press Directory. aid full fare, re-embarking at San Francisco p. 385 large edition, p. 701 small edition. This

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given A MAIL WILL CLOSE.

For Shanghai .- Por Leesang, to-day, the 10th inst., at 2 30 P.M. For Straits and Bombay.—For Rashgar, today, the 10th inst., at 2.30 r.m. For Saigon, Singapore, Batavia, Samarang, and Sourabaya .- Per Celebes, to-day, the 10th inst., at 2.30 P.M. For Port Darwin, Sydney, and Melbourne.-

Per Chingto, to-day, the 10th inst., at 3.30 P.M. For Saigon.—Per Vertigera, to day, the 10th inst., at 4.30_P.M. For Swatow and Chefen .- Per Active, tomorrow, the 11th inst., at 10.30 A.M. For Straits and Calcutta. - Per Wingsang, on Friday, the 14th inst., at $2.30\,$ PM_{\odot} For Port Darwin, Thursday Island, Cook-

town. Townsville, Brishane, Sydney, Melbourne, Adelaide, &c.-Per Airlie, on Wednesday, the MALLS BY THE FRENCH PACKET. The French Contract Packet Yragisa will be despatched on TUESDAY, the 11th January, with Mails to the United Kingdom, Europe,

and places beyond, vid Naples; to Saigon, NAVIGATION COMPANY'S Steamship India (via Madras), the Australasian Colonies, Through Bills of Lading is ned for trans- this for LONDON via BOMBAX and SUEZ The usual hours will be observed in closing

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., ward of the Engines. Second Class Passengers Havana, Trinidad, and Demersia, and to ports TEN A.M. Parcels and Specie (Gold) at the and where Registration has been newlected, will make no enquiries into alleged lesses of such

THE FRENCH AND GERMAN MAILS. Dan before Departure. 5 P.M., Money Order Office closes. German Muil 4 P.M. Post Office closes, except the

night box, which is always open out of office Day of Departure. A.M., Post Office opens. 10 A.M., Registry of Latters ceases. Posting of all printed matter and patterns carses.

Il A.M., Mail closes, except for Late Letters. 11.10 A.M., Letters may be posted with Late Fes of 10 cents until 11.80 A.M., when the Post Office clases entirely. 11.40 A.M., Late Letters may be posted on board

the packet with Late Fee of 10 Cents until time of departure. MAILS BY THE BRITISH PACKET.

The British Contract Packet Kaisar-i-Hind will be desputched on TUESDAY, the 18th January, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi: to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the Marls. &c. The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

PARCEL POST TO THE CONTINENT OF EUROPE BY GERMAN PACKET. Bealed parcels not exceeding 71bs. in weight. or 2 feet in length, breadth, or depth, may now be forwarded to the Continent of Europe by the four-weekly direct German Packets vid Bremerhaven at the rates stated below. For the present this route only is available by means of these packets, but parcels may be forwarded to certain countries fortnightly vid London as heretoforu. A receipt will be given for each parcel. Parcels

must be marked By German Packet. Each parcel must be sealed in such a way as to render it impossible that it should be opened without detection. The sender must supply a declaration of the nature, value, and net weight of the contents, and of the gross weight of the parcel. The printed form for this declaration can be obtained at the Post Office. The parcel must not contain any letter, any article prohibited by Customs rules, lottery tickets, vines, parts of vines, liquids (unless securely packed) or dangerous or offensive goods, nor must the package be of a fragile nature. A small charge, not exceeding six cents, may

be made for Custom House purposes on the delivery of the parcel. Except Customs dues, this is the only charge the addressee will have to Parcels must be posted before 3 r.m. on the working day next before the departure of the

German Packet. For the convenience of residents at the out-ports a table of dates of derarture of the German Packets from Hong-48 kong is appended. POSTAGE ON EACH PARCEL (Irrespective of weight, up to 7lbs.)

Austro-Hungary Spain Spain St. 55 Sweden and Norway\$1.50 For Portugal (Continental)......\$1.70

Parcel Mails per German Packets close at Hougkong on :--Dec. 24, 1886. March 19, 1887. June 9, 1887

Jan. 22, 1887. April 16, 1887. July 7, 1887 Febr. 19, 1887. May 12, 1887. Aug. 4, 1887.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The &c. &c., with the Punti and Mar. srin Pronun. shroffs told off to sell stamps should especially not be regarded as able to give correct informa-Also a few copies of the GRAMMAR or THE tion. The Postal Guide alone is the standard on all points on which such information may be required.

	INSURANCES.	FOR SALE.	INTIMA'PIONS.			JARY 10rh, 1867 Shippi	NG IN THE	CHINA WATERS.		
	CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.	FOR SALE.	NOTICE. DOCKBINDING IN ALLIES BRANCHES	THE RESERVE TO THE RE	REIVAL CAPTAIN.	FLAG TONS, CONSIGNERS.	PESITE A	VESSEL DATE OF CA	PTAIN. PLAG TON COMMIGNEES.	TI
	THE Undersigned having been appointed	CHAMPAGNE, 1880 WHITE SEAL. S'1 per case of 1 dozen quarts.	"DAILY PRESS" OFFICE.			HOGNKONG.			NAGASAKI.	
	Agents for the above Company are pre- pared to issue Policies of Insurance against Fire on the usual terms.	PAUL DUBOIS & Co's CLARET, GRAND VIN LEOVILLE.	The state of the s	Activ	Inn. 7 Revelence	Dan. str 268 Arnhold, Karberg & Co		G. H. Wappaus Dec. 26 Eng Kozaki Maru — Chi	rolson Brit. bk 533 Chiese Barge 400 Kippon Yuson Kaishi	
÷	ARNHOLD, KARBERG & Co. Hongkong, January, 1882. [997] FIRE INSURANCE COMPANY, OF 1877.	\$13 per case of 1 dezen quarts.	Commerical Binding of every Size and Descrip- tion, and Account Books ruled to any Pattern.	Airlie J Avadista Anadyr J	Ian. 8 Ellis Ian. 9 Delacroix	Brit. str. 1462 Russell & Co Brit. str. 522 Russell & Co Fr. str. 3776 Messageries Maritimes	Shanghai		TODA	
	IN HAMBURG.	\$14 por case of 2 dozen pints. PONTET CANET. \$9.50 per case of 1 dozen quarts. PALMER MARGAUX.	QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.	Atalanta J Berenice J Bormids J	Jan. 6 Thomson Jan. 8 Boohlinger Jan. 4 Piszarello	Ger. str 788 Siemsson & Co AH. str 1707 AH. Lloyd S. N. Co Ital. str 1944 Carlowitz & Co	Marseilles		KOBE. In Port on 24th December, 1886	
	Company, are Prepared to ACCEPT RISKS at Current Rates. PUSTAU & Co.,	\$7.50 per case of 1 dozen quarts	*DAILY PRESS" OFFICE, HONGKONG. THE TROPICAL AGRICULTURIST:	Caleboa I. Chingta I. Chowebowico I.	Pag. 9 J. C. Joon Dec. 81 Vardin Dec. 28 W. Wendt	Brit. str 1423 Jardine, Matheson & Co Brit. str 1259: Butterfield & Swire Ger. str 796 Melchers & Co	Australia	Altonower Dec. 23 Bar	Brit. str 1611 Smith, Baker & Co	
· ·	Hongkong, 18th January, 1884. [184]	JOHN WALKER & SONS'	A MONTHLY RECORD OF INFORMATION FOR PLANTERS OF	Crasader A Dafin A Despiale	Nov. 12 Rowin May 29 Jas. Mooney lan. 1 J. G. Sharpe	Briv. st. 1715 Adamson, Bell & Co	1	Rumamoto M. Dec. 12 Ek	Riddock Brit. str 1000 Mourilyan, H. Co	ia ia
	THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER OF HIS	OLD HIGHLAND WHISKEY. \$8 per case of 1 dozen bettles. ALSO.	Tes, Cacao, Cinchona, Coffee, Indiarabber, Sugar, Palms, Cotton, Cardamoms, Kola, Coca, Cinnamon, Nutmegs, Fibrous	Gilsland	Jan. 7 Rurgoyhe Dec. 5 Erichsen Dec. 1 Wm. Potts.	Brit. str 866 Adamson, Bell & Co Gor. str 310 Siemssen & Co Brit. str 1058 Siemssen & Co		Mark Lane Dec. 27 Ro	Brit. str 1951 Smith, Baker & Co	
	MAJESTY KING GEORGE THE FIRST. A-D-1720.		Plants, and other Products suited for Cultivation in the Tropies. Published at Observer Office, Colombo, Ceylon.	Hainhong J Hankow Honam	Tab. 9 Ashton Lloyd T. Benning	Brit. str 2225 Butterfield & Swire Brit. str 1314 H., C v M. Ste mboat C	Canton Canton	Emilie L. Boyd Dec. 9 Ki Josie Troop Dec. 8 Fo	Brit. bk 1250 Isaacs & Bro. Reit. bk 1098 C. & J. Trading Co	
	Agents for the above Corporation, are prepared to grant Insurances as follows:—	Hongkong, 1st January, 1884.	PROTECT A COLUMN WITDIGH	Kashgar	Jan. S C. Gadd	Brit, str. 1515 P. & O. S. N. Co Brit, str. 1061 H., C. & M. Steamboat C Brit, str. 862 Yuen Fat Hong	o Macao	J.T. Berry Dec. 1 W. Nov. 8 Ut	atta Amr. sh 1318 C. & J. Trading Co	Co
,	Policies at current rates, payable either here, in London, or at the principal Ports of India,	AT WHOLESALE PRICES. CACCONE'S SHERRY, PORT.	has now an assured position in its large circulation in Ceylon, Southern and even Central and Northern India, the Straits Settlements, Sumatra, Java, Borneo, Northern Australia,	Leasang LeireInferieum	Jan. 2 Sawer Jan. 7 Pillivayt Jan. 1 H. Morok	Brit. str 1092 Jardine, Matheson & C Fr. str 752 Carlowitz & Co Ger. str 339 Wieler & Co			YOKOHA VIA.	· -
	China, and Australia. FIRE DEPARTMENT. Policies issued for long or short periods at	CLARETS, CHAMPAGNE. HOCKS, BURGUNDY, BRANDY, WHISKIES, ALE, STOUT.	Queensland, Central America, Natal, Mauritius, and the West Indies. From all sub-tropical planting settlements we have had cordial ap-	Mepelaus Oceanie	Jan. 9 R. Nelson Dec. 29 H. Davison Dec. 31 Brough	Brit. str 1300 Butterfield & Swire	Yokohama S. Francisco		IN PORT ON 21TH DEC MEER.	f.
	Current rates. LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000,	MACHINERY, LAWN MOWERS.	proval of the publication and an encouraging measure of support. The English Indian and Colonial Press have spoken in commendatory terms of the T. A., as also Directors of Public	Partridge .	July 21 Stavers	Brit. str 254 Clibb, ivi geton & Co Brit. str 284 Chinese Brit. str 1786 Adamson, Bell & Co	Canton	James Watt Dec. 19 D. Kamtchatka Dec. 22 In	gman Rus, str 702 Walsh, Hall & C)	
	at reduced rates. HOLLIDAY, WISE & Co. Hongkong, 26th July, 1872. [13]	PAINTS, OILS, VARNISH. Apply to W. G. HUMPHREYS & Co., Bank Buildings.	Gardens from Sir Joseph Hooker, F.R.S. downwards, and so have all planters.	Pilot Fish	Jan. 5 Watton Stepani	Brit. str 1011 Yuan Fat Hong Brit. str 117 H. & W. Dook Co Brit. str 1242 H., C. & M. Steamboat C	Bangkek lo Canton	Meiji Mara July 3 Al Merionethehire Dec. 16 Dec. 16 Dec. 21 Co	Jap. str 1010 Lighthouse Department of Brit. str 1300 Adamson, Bell & Co	
•	GENERAL LIFE AND FIRE ASSURANCE COMPANY.	Hongkong, 1st January, 1886.	No planter should be without it.		Nov. 27 Homery Dec. 5 Kech Jan. 9 Edwards	Fr. str 3.50 Nos gories Maritimes Brit. str 326 Coinese Brit, str 1307 Butterfield & Swire	London	Thibet Dec. 19 M	udia Brit, str 1671 P. & O. S. N. Co	
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Y .	Hongkong, 27th March, 1876. [12] PRANSATLANTIC FIRE INSURANCE	TE EDECOCHIAS SPANESEI	lies on the table and is very often referred to	Resuto	Dec. 1 O'Brien Oct. 17 Matthews an. 2 F. Brown	Amr. bk 812 Melubers & Co Brit, bk 848 Order Brit, bk 432 Master	Victoria	Rose Dec. 14 E Sarah & Emms Dec. 23 I	rossey Brit. s h 50 Master Wis Brit. s h 1097 Mossager es Mariti Frankrong Brit. s h 1323 Mildlet in & Co	oes .
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•=-3=	ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & Co.,	2, Stanley Street, Sole Agents. Hongkong, 16th December, 1886. 41	botany of the East."	Columb a	Jan. 3 Sauermilch	Brit. bk 679 Master	Portland, Or Hamburg		IN PORT ON SOTH DECEMBER.	-6
	Agents. Hongkong, 16th November, 1872. (14 MANNHEIM REINSURANCE	JOSEPH GILLOTT'S	fibres, &c.) agriculture, no better advertising medium exists.	Edward Kidder Else Enos Soule	Nov. 10 J. F. Sould	Ger. sh 1375 Siemssen & Co Amr. sh 1443 Ed. Schellhass & Co		Haiphone Dec. 27	seirlagus Fr. str 874 M. Henry	
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	Hongkong, 27th March, 1882a [744] NORTH BUITISH AND MERCANTILE	HOLLIDAY WISE & Co.	PRINTING, every description of which is executed	Ventura Wan, Minstrel	Nov. 16 Estival	Span. bk 992 Order Brit. sch 361 Arnhold, Karberg & Amr. sh 1210 Adamson, Bell & Co		Adem W. Spies Nov. 11 Albania Nov. 5 Scoloo Aug. 20	Brit, sh 1131 W. F. Stevenson & Ker & Co	Co U. States Boston
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	Hongkong, 1st January, 1882. [16] MPERIAL FIRE INSURANCE COM- PANY.	FAR EAST, 1875 TO 1884, Americal Chronologically with Conjous	ANY IN THE EAST.	King-ping Kingchow Recorder	Holnes J. P. Hoyle May 28 J. H. Dut	Chi. str 360 C. M. S. N. Co. ine Brit. str 288 H. C. A.M. steamboat on 1 rlt. str Order	Cu Canton	Caura Nov. 27 Hera Nov. 29	Ger, bk 690 Smith Bell & Co	Liverpool U. Kingdom
	The Undersigned, Agents for the above Company are prepared to GRANT POLICIES against FIRE to the extent of \$60,000 on any	INDEX, by which the date of any event can be foundat a glance.	HONGEONG. WINTER TIME TARLE	, S				S. R. Mead Nov. 17	Amr. bk 984 Smith, Bell & Co	
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-	Agents, Imperial Fire Insurance Company. Hongkong, 9th May, 1881.	KELLY & WALSH, Queen's Road. W. BREWER, Queen's Road. Hongkong, 28th April, 1885.	bours:—This Time Table will take effect from the 21st October, 1886.	Yangteze	Jan. ? Schultz	Brit. str 814 Siemssen & Co		Alacrity ds. steel Audacious double-ser Champion corvette	desputch host 6 3180 Com, R. B. Maconor ow iron frigate 14 4830 Copt. R. H. Harris Captain Powlett	Hongkong
·.	HENIX FIRE OFFICE.	AND R. TENNENT'S ALE and	6.00 A.M. 7.00 A.M. 6.0 A.M. 7.00 A.M	g	3.1	CANTON.		Cleopatra corvette Conkchefer gun oat Constance corvette	14 2610 Captain L. C. Keppe 4 470 Lieut. Com. Boteler 14 2590 Capt. S. H. P. Dacre	Nagasaki Shanghai
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	On First class European Tenements	Long Flax Crown ARNHOLD, KARBERG & Co.	11.15 , 12.25 P.M. 12.25 P.M. 1.15 P.M. 12.45 P.M. 1.55 , 1.25 , 1.55 , 2.55 ,			SWATOW.		Firebrand composite Harrine convette	guaboat 4 460 LieutCom Dickson 5 1170 Captain C. J. Ballon 10 5000 Capt. Martin J. Dan	Hankow Hongroum lop Hongroum
ar.	& Merchandise stored thereinat & % Net per Annum.	Hongkong, 11th May, 1867. ' [20	1.25 , 1.65 , 2.25 , 2.55 , 3.55 , 3.55 , 3.55 , 3.55 , 4.10 , 4.25 , 4.50 , 5.10 , 5.40	Pechili	Poyne	*In Fort on 10th December, 1886 STEAMERS. Brit. str [827 Jardine, Matheson &		Martin gunboat	gunboat 4 430 CtCom. R.B.C.Brent	ton Hangkon. Hanghai Harkong
	On Coals	IMPERIAL QUARTO.	4.50 5.10 5.25 5.40 5.25 5.40 5.30 6.35 5.55 6.15 6.30 6.45 6.30 6.45 7.00	Hermann Loong Wha	Nov. 28 Traulsen Nov. 20 Lord	Ger. bk 444 Lauts & Hassloop Brit.sch 374 Lauts & Hassloop	* T. **	Rambler composite	gun-vesse! 3 670 Com. W. Usborne No. 12 2360 Captaio R. G. Kinab Capt. A. H. Aling C	ore Conglang am Hong'tong n Singapore
	Tenements	NGLISH AND OHINESE DIOTIONARY. WITH THE PUNTI AND MANDARIN	*There will be no Launch on Monday an	Perle	Dec. 1 O'Brien	Brit. bk 430 Lauts & Haesloop	, , , , ,	Bwift double-cor	ew gun-vessel 5 1010 Commander Bromes ew gun-vessel 3 310 In reserve	Houghong Houghong
-,	DOUGLAS LAPRAIK & Co.	PRONUNCIATION. An Anglo-Chinese Dictionary, published at the	The above Time Table will be strictly adhere to, except under unavoidable circumstances. I case of stress of weather, due notice will be	n ·	a Dec. 20 Nolsen	AMOY, IN FORT ON 4TH JANUARY, 1887. Ger. bk 342 Pasedag & Co	1	V Emanuel receiving Vanderer demposite ture t iron	gloop 3 750 Com. O. Churchill	Hongkong
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	(OF CALCUTTA). THE Undersigned are prepared to GRANT POLICIES on MARINE BISKS at	words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science convelly which the rapid advance	COMMERCIAL JOUENAL for CHINA, JAPAN,	Daniel	Nov. I J. Fdward Bec. 15. P. Vort			FOREIGN MEN		
	Current Bates.	of foreign relations has imposed upon them, are here given a extenso. Each and every word is	Press on the Morning of the Departure of the English Mail.	L'Avvenire	Dec. 30 Rrag	Ger. bk 311 H. A. Peterson & Co Brit.sch 351 H. A. Peterson & Co		TA BIE.		Yekohama
	Hongkong, 27th September, 1886.	fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given	LATEST AND FULLEST TRADE INTELLIGENCE,	Nied-rhof Sibirien	J. n. 2 C. Rubart Nov. 80 Johansen	The same of the sa		Montroscy America	n corvette n ganboat n corvette 12 Com. Henry Glass Captain T. O. Selfridg	a K be
	PANY, LIMITED. HEAD OFFICE—Ho GRONG.	the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the	REPORTS OF MEETINGS OF COMPANIES. THE LATEST TELEGRAM	3,		FOOCHOW. In Post on 28th December, 188	3	Tulba" America	ngunbeat 6 50ce Lieut. om T. Nelson Georgette 4 250 Captain Muller Captain Rupé	Tiertsin
	CAPITAL (SUBSCRIBED), \$1,000.000.	of body, thereby effecting a vast economy of space, achieving a clearness not previously	POLITICAL AND GENERAL NEWS of the Fortnight	Denbighshire Bat via	Dec. 21 Cuming Dec. 20 Nilssan	Brit. str 1662 Adamson, Bell & Co Brt. bk 376 Master	London	Chasseur French Cometa French Hugon French	runboat — Captain Le Gerree Captain Noiret Condr. O. Touchard	Yokohama Haiphong Tourns
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4	The Company GRANTS POLICIES on	To the illustrate the vast scope of the work following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16.000	ESTABLISHED IN 1852. P. FISHER'S NEWSPAPER AD			SHANGHAL.		Bismarok German Carola German	corvette 16 2500 Captain Kuhm corvette 10 2100 Captain Aschmann curboat 4 340 Lieut. Com. Hofmeir	Sin apore Swatow
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	HEAD OFFICE. No. 2. Queen's Road Wost.	student of this difficult language absolutely requires examples to display the various appli-	Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, an Europe. Files of nearly every Newspaper put	El Dorado Fuh Wo	Dec. 6 Davis Dec. 11 D. W. Tise	Brit. str 892 J rdine, Matheson & Brit. str 619 Jardine, Matheson & Iall Chi. str 864 C. M. S. N. Co	Co Co		tran port 4 S0 Captain Miller	Naga-aki Vladivostock Vladivostock
	Hougkong, 4th March, 1881. [1781] NOTICE	have one general meaning. Of these examples this works contains more than five times as	on hand, and all Advertisers are allowed from across to them during business hours.	Hae-an	Dec. 12 Andrew Dec. 5 Wells	Chi. str 1504 C. M. S. N. Co Chi. str 920 C. M. S. N. Co Chi. str 716 C S. N. Co		Gornosiai Russian Russian Russian	gunboat 7 80 Captain Ostolopoff Commander Moltsoff	Singapore Korea Vladivostock
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	NORTON & Co., Agents. Hongkong, 20th May, 1881. [60]	the work will be found indispensable to all Enropeans residing in China, and to the native	Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for an	Kowshing	Dec. 26 Balbernie Nov. 5	Brit. str 1354 Jardine. Matheson & Brit. str 600 Jardine, Matheson & Brit. str 1354 Russell & Co	Co Co	Vostock Russian Aragon Sustish	cruiser 11 2600 Capt. D. E. Zulu wa	Manila
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	THE CHUNG NGOI SAN PO (Chinese Daily Press),	. "DATES PRESS" OFFICE WYNDHAM ST	HATTIE N. BANGS, Amr. bk., Bangs Moster Hydra, Ger. bk., Bingo Gonsalves & Co. Killauney, brit. str., O'Neil Gibb, Living	Anglo-Indian	Oct. 11 Dec. 25 Paulsen	Brit. bk 414 Nils Moller Brit. bk 604 Fornham & Co		Chop-shing Vicercy Vicercy Vicercy Vicercy	gunbeat 3 320 00 do. gunbeat 4 320 200 do.	anton
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	China. It is carefully edited by an experienced	The "War extend" Outhors the	VELOCITY, Brit. bk., Martin,-Pustan & Co.	Mercur	Dec. 27 Dicky	Brit. bk 254 J. Basssler. Brit. bk 397 Manter		Tehing-on Vicercy	gunboat 3 150 100 do.	
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HONGKONG, TUESDAY, ANUARY 11TH, 1887

CHINESE HIGHWAYMEN IN RONGKONG.

The attack upon the Ray, R. O. D. Ross-LEWIN, Chaplajo to H. M. S. Audacious, by down by the local authorities, and on the killed three men. It is said that, had skey Chinese high waymen, is a proof that there are day after the riot, the Customs known how to follow up their attack, they for a temporary and provisional prefect pending the the criminal population here. It is now some time since such an attempt to rob a European has been made on the public highway, article; and I, in consideration of the inhabitant the audacity displayed on this occasion and the audacity displayed on this occasion some more than usually during spirits among points to a deliberately and earefully con- exporting the same at present; but he dared found they were alone." The writer adds cuived crime. The rev. gentleman was to secretly ship off the rice in cargo boats, that on the same night on which the attack taking a solitary walk on the Bonham Road and Lam erceedingly displeased at his action. was made on the stockade a European seron Wednesday afternoon in broad-daylight, Besides prohibiting the export of the rice in geant who was spending the night, without and when between the Borlin Foundling question, I have also ordered the merchant leave, in the Bazuar, was murdered. His House and the Diversari Home, he suddenly Tear to be tried and punished." The Taotai death was traced to the Chinese quarter; felt himself grasped by the throat from be- not only does not hesitate to reverse his and subsequently his body was found in hind by some powerful hand, the design policy, but is also prepared to make a scape- the river, fearfully cut about the arms, evidently being to throttle him into insensi. goat of the agent of the China Merchants' head, and legs us if he had defended hility and helplessness. Mr. Ross-Lewin, S. N. Co. Popular clamour has, be considers, himself as long as possible with his fists. however, did not full an easy prey. He to be appeared, and it matters little who is To morning after the attack the Chinese : struck vigorously helind with his figt-cutting specificed so, long as the agitation is set at B z ar was surrounded and searched, one his knuckles on his assailant's teeth-and rest. This is usually the case in China, man with a fresh bullet wound being found subsequently with his stick, with such and the people know it very well indeed, and some eight others on whom suspicion effect as to cause the fellow to relax his Hence, when the officials attempt to multiply fell. It is stated that the head Chinaman grasp for a moment. Meanwhile one con- exactions the point is presently reached at was much mixed up in the affir, and the papers: Correspondence respecting child adopfederate had snatched Mr. Ross-LEWIN'S watch chain-fortunately leaving the watch in his pocket -with which he ran off, and a second presented himself in front with a No people more thoroughly understand the nese quarter had been paid. The shops revolver which he pointed at the rev. gen-1 theman. Encumbered by the robber who they use this weapon equally in trade and in resumed as usual. The wounded man has been deaths in the Italian and Freich Convents. hung on to his throat from behind, Mr. politics. So accustomed are they to their own sent to Mandalay for trial, but there does Ross-Lewin nevertheless struck out with officials giving way to pressure that they have not appear to be much if any direct evidence his stick at the armed ruffin in front, who probably feared to fire his weapon lest he Straits Settlements and in Hongkong. The released. should raise an alarm, and he made off up strike of the cargo-boat owners and coolies | Naturally enough the English residents and the hill. The first assailant, who had never in this colony in October, 1884, was an at- the papers in Burmahare somewhat exercised quitted his bold on the chaplain's throat, put | his knee to his back and brought him to the a piece with the action of the populace at display of Chinese enmity. The Rangoon say this I do so not after the consideration of the ground, and then darted off, getting out of sight before that gentleman could get a view be firmly resisted, as concession to mob cla- course of which it remarks;—"It is very dif- of this Council, but after the consideration of many of him. Mr. Ross-Lewin pursued the third man some yards, but was out of breath with the struggle, and soon gave-up the chase. He tried then to put a Sikh constable on the track of the thieves, and proceeded to the West Point Station, where he reported the occurrence. It is satisfactory to know that the ruffian population is the strength and justice of would suppose that the Chinese traders of with regard to importance; and I for one bewho held the revolver has already been their administration.

arrested and we may hope that his confederates will also ere long be in custody. The rev. gentleman never saw, the face of the highwayman who fastened on his throat, and his remembrance of the face of one of the others is only vague. The chain can, however, perhaps be traced, and the first scoundrel evidently received a blow in the face from his victim's stick that ought to have left its mark. Now that the most dangerous ruffian has been secured, however, it will probably not be difficult to get on the track of the others, as there is sure to be some evidence forthcoming that will le d tack on the late Mr. G. L. Tomein in Caine Road close to Glencaly some fifteen years ago, Chinese on European pedestrians. On that occasion a footpad armed with a heavy bainboo staiked Mr. Tomain, struck him a violent blow on the back of the head that stretched him senseless on the road, rifled criminals. Whether or not the ruffian who menaced the chaplain of the Audacious with a revolver intended to use the weapon when he equipped himself with it, or whether he merely thought its presentation would sufficiently intimidate the quarry without firingit is difficult to say. The fact, however, that on a recent occasion a ruffin used one of these deadly weapons in Square Street and wounded several persons, including a Chinese constable, raises an unpleasant suspicion that these fellows would not hesitate to shoot if they were cornered or if they deemed it safe to do so. The moral of the incident is that Europeans walking out alone, whether in daylight or not, must maintain a sharp lookout to see that no stealthy footed miscreant is dogging their steps behind. Uhinese footpads seldom or never attack a man to his face. The wisdom carrying firearms is doubtful, and it is certainly a most inconvenient practice. It might possibly be effectual if the criminals could be made generally aware of the fact. but on the other hand it might induce them to shoot before attentiting to plunder their victim. This robbery on a road so frequented as the Bonham Road, occurring within short period after the conviction of the ruffian who assaulted and robbed Mrs. Jones on the Kennedy Road, will, we doubt not, stir the Police to still greater vigilance, and incite them to put forth every effort to suppress this objectionable class of crime.

THE RICE RIOTS AT WENCHOW.

An instance of the fact that the mandarinate in China are subject in some degree to popular opinion is afforded by the recent plenty of rice stored up in the granaries Taotai that he had previously purch sed a Poking Government to exercise control in large quantity of rice, to convey which a Yunnan we imagine the Viceroy of that steamer had been chartered, and that that however disposed he might be to inif he were not allowed to ship it, he city outruces by so-called pirates, will not and confirmed. would have to pay the charter money | venture upon any overt act which will expose and would still have the rice on his the empire to reprisals on the part of France. hands. On the arrival of the steamer Meefoo and that he will be able to restrain his folfrom Shanghai to ship the Agent's rice lowers from giving any excuse for such rethe people grew still more enraged, upon prisals. At the same time the position is by the Inspector of Schools, who has represented that, which the Tao ni issued another proclamation | undoubtedly one of danger. to the effect that only a certain quantity of * rice was to be exported. The fury of the people, when this proclamation appeared, knew THE CHINESE IN UPPER BURMAH no bounds; and when the rice was but into boats to be sent to the Meefoo a mob collect-

the mob, and while refraining from violence in their baziar being closed. A few days in other directions they hesitated at no mead before, the stockade had been entered on the sures to put a stop to the export of the rice. north side by Chinamen, who set fire to a The result has been an ignominious back- barrack, got right through all ove gure, and Inothi issued a produmation in which he might almost bave annihilated the garrison. which the popular endurance becomes ex- suspected men were found in his house. The tion and domestic service amongst the Chi hausted, and a demonstration of feeling fol- beadingn was taken into custody, and only neso; correspondence respecting the question of lows which it is seldom safe to disregard, released after a fine of Rs. 3,000 on the Chiart of combination than the Chinese, and opened the next morning, and business was tried to bring it to bear on occasions both in the against him, and he will no doubt have to be tempt to dictate to the local Government of in the attempt to discover reasons for this most vital interests of this coony. And when I

nomore daring assault has been attempted by the nature of decoity rather than of organis- tection of British law, and sensibly observes him. Mr. Ross-Lewin fared better. He de- is unable to maintain order in ber southern rivals in Bhame are not likely to possess Their power, however, is limited. It was | who are ready for any freebooting expedimuch against the will of the Vicerovs of the fion. It was a body of such men who some Two Kwang and of the Yun-kwei that peace three years ago seized and Irel I Blauno for was made with France, but they were some time against the Burnese troups. compelled to acquiesce in the decision of is possible that it was some of these desperathe Peking Government and withdraw their does who attacked Colonel Horace Browne's forces from Tonquin. Whether the Yunnan | expedition in 1875, and murdered poor Marpleasure at Court by making things uncom the in the hire of the notorious Lx SI-TAX or ortable for France in the border districts even under the orders of the Viceroy of all responsibility it is of course impossible to and not too well disposed to carry out say, but nothing can well be farther from the the pacific instructions of the Governwishes of the Peting authorities than to allow ment of Peking. There is, we think, no anything which would provoke a fresh out-treason to doubt the friendly intentions siderations to the contrary so weighty. It that it would occasion us no surprise to hear natural animosity of the two peoples, or Bhamo. Whether this be the case or not. and Chinese troops separated only by a in Burmab, and threatening punishment to narrow stream at Mongkai, and very little any Chinese subject who should either aid provotation would lead to- a collision, the decoits or join in their raids. riot at Wenchow. There was, it seems. The French are determined to carry out the delimitation in this district on their there, and the agent of the China Merchante'S. | own lines, and the Chinese regard those lines | HONGKONG LEGISLATIVE COUNCIL N. Co., knowing the large demand that exist. with evident disfavour. Admiral RICUNIER ed for the grain in Cinton, bought up some for is in the neighbourhood with a portion of export thither. This caused diesatisfaction | the squadron and the Acting Resident. among the people, who feared that the price | General and the General commanding, the Council was held Friday afternoon, the 7th inst. of rice might advance in consequence, and troops in Annam and Tonquin recently pro- There were present :-placards were posted up intimating that no | creded north to hold a consultation with him. more grain should be allowed to be exported. The French cannot without loss of prestige Hon. W. H. MARSH. C.M.G. Matters were at this stage when the Agent permit any further attacks on the Delimitaof the C.M.S. N. Co. purchased some 4,500 tion Commission; there have already been piculs more rice for export, and as soon as two, the one the other day and one some the fact became public the price went up months ago when the boats conveying the thirty cents a picul. This increased the po- commissioners up a stream were fired on from pular discontent, to allay which the Taotai the banks. The Commissioners are now, issued a proclamation to the effect that no however, supported by a strong escort, and more rice was to be exported. The Agent of notwithstanding the assertions of our French the C. M. S. N. Co. then represented to the contemporaries as to the inability of the

ed and attacked the offices of the C. M. S. N. tjon prevails in Burmab at the unfriendly Inspector of Schools has considerably increased, is Justice for the first being, or by some other ploted by the Revail Commission presided over evident that the nursing of the sisters is an Theseolision took place about 400 yards to the Co. Failing to, find the Agent, who lived disposition and treachery shown by the Chi- a year to the salary of his appointment, and the elsewhere, they set to work to demolish the ness in Bhamo and on the frontier. It will Officer Administering the Government requests the office, a task which they accomplished so com- no doubt be remembered that telegraphic pletely that they left only the walls standing, advices from Mandalay recently announced "and they destroyed the books and carried off that an attack had been made by Chinese on mittee. the iron safe. Not content with this piece of the garrison-which is a small one-at iconcoclasm they assaulted the District Ma: Blamo. A correspondent of a Rangoon congistrate, who, usfort ugately for lumselt, year temperary new sends further and more pretured to promed to the spot, and then serged clae particulars of this attack. He dive :-

Wenchow. Such attempts should always "azette has an article on the su ject, in the few weeks during which I have been a member mour is calculated to seriously impair the ficult to see why the Chinese in Bhamo years. It has been naturally forced upon my mind. authority and utterly destroy the prestige should be in any way hostile to British rule and, I suppose, upon the minds of most thinking of the Government. What may be suffered there. They are almost all traders, and the men, that we ought to look around us, and take in the Contral Kingdom as nothing out-of- annexation of Upper Burmah removed nutro to the great interests we have at stake. Sir. way or infra dig. cannot be tolerated in an merous vexatious hindrances to trade, especi- Hougkong is probably one of the smallest, other country the chief claim of whose Go- ally in the shape of exactions, authorised not the smallest, of Hor Majesty's possessions in vernment to the respect of the Chinese and otherwise, by the Burmese efficials. One the East with regard to size, but certainly not Bhame would have been among our most lieve most strongly that this importance will cordial allies. They had no respect for steadily increase. The geographical situation the kings of Burmah, but rather look- of this colony, sir, renders it it once the great RUMOURED ANARCHY IN YUNNAN. ed down on them as mere savage potentates; shipping centre, a vost storebense for millions they had everything to gain by the substitu- and millions worth of produce. It has at times We reproduce elsewhere, from a Tonquin tion of British for Bunnese rule; and enormous quantities of treasure lying here en paper, a letter from Yunnan apparently they must know perfectly well that they route for the Straits and India from Japan written by a Roman Catholic missionary, in can expect no gain from disloyalty." and America, and at all times large sums on which it is stated that in Yunnan rebellion Our contemporary then proceeds to seek for deposit in the treasuries of the various banks. is in every mouth, and that it has already the possible causes for Chinese disloyalty. And if we wish to see this colony prosper commenced in one part of the province. The and suggests that the dread of British com-Avenir, on its own responsibility, says that petition in trade there might have bud someboth in Yunnan and Kwang-si there are thing to do with the bostility shown. It solute: that should Her Majesty unfortunately restions of a movement similar to the then goes on to urge the folly of such a fear, be compelled to go to war with any other Tuping rebellion. In these statements there and points to the flourishing condition of power, however great, their security in this place to their identification. Since the brutal at- is, we believe, much of exaggeration. In the Chinese trade in Lower Burumb and the is as good as in any other place. True it is southern provinces of China undoubtedly freedom enjoyed by the Chinese merchants that of late we have done a good deal towards our a great deal of disorder prevails, but it is in to carry on their business under the pro-[ed] rebellion, and the hold of the Central [that in any case the Chinese traders have a Government on these provinces is probably long start at Bhamo, and the competition-if greater to-day than it has ever been. Our competition there be-will not be on even been completed we shall still be in a position far French friends seem to take up contradictory terms for many a long year to come, as the from secure. There has, however, sir, been of positions. In one breath they say that the Chinese have correspondents in Western late quite a stir at home upon the question of Imhis pockets of his watch and chain, and left recent events at Mongkai show that China, an advantage which their European perial Federation, one of their events of which apclined to be strangled, and his assailants only provinces, and in the next that those events during the life time of the present genera- the subject of Colonial defences, and from a secured his watch-chain. But it is doubtful were instigated by very high authorities. If tion. We do not believe that the opposition Reuter's talegram received I think, last table of the Legislative Council on the 7th To the Governors of Colonies under Responsible whether he owed much to the furbearance of the latter contention be correct those who of the Chinese at Bhamo to English rule is month welsarn that a conference is to be held in the robbors. The use of firearms is a carried out the scheme cannot be accused of due in the remotest degree to the cause sug. London in April next to discuss the defences of new feature in the proceedings of Chinese disloyalty to the Chinese Government, when gested by the Gazette. The bond fide Chinese the Empire, and an Imperial system of telegraph they were carrying out the wishes of the high | merchants in Burman hailed the advent of Chinese officials, who, if they incited the at- the English to Upper Burns h with ing our claims before this conference, of aptack, could no doubt also have prevented it. [pleasure, rightly believing that they would That there may have been perfidy on the part | then soon be freed from many exactions and of the officials is very possible, but that is a restrictions imposed by King Thresaw's different thing from rebellion amongst the Government. The Gazette's surmise that people. Although, as we have said, the some of the Chinese have taken to daceity. hold of the Peking Government on the and that the hostility shown is due to such southern provinces is as great as ever it was, | characters, is certainly nearer the mark. It | With these remarks, sir. I will, with your perthe Viceroys nevertheless continue to act in is notorious that on the borders there are many respects as semi-independent setraps. bands of hybrids calling themselves Chinese

officials entertain the idea that they will give GARY and his attendants. They may also atmetions are on the way or in contemplation? by acts for which the Court itself can disavow the Yun-kwei, who is strongly anti-foreign him that I have received by the last mail from year, I shall be able, should circumstances reader break of hostilities. The same may be said of of the Chinese Imperial Government, but we with this colony who is likely to be in London

France. There is no friendship between the have witnessed so many instances of the bad in the spring of this year. I answered this two countries; indeed, each would be ready faith and unfriendly disposition of their despatch, submitting the names, first of Mr. to spring at the other were not prudential con- satraps in the western and southern provinces O'Malley, the Attorney-General, but as remains to be seen whether these prudential that His Excellency the Viceroy in Yunnuc considerations will continue to outweigh the was really responsible for the attack on whether some injudicious act on the part of it would be well for the British Repreone or the other on the Tonquin frontier may sentative at Peking to ask that proclumations of this colony. I take this opportunity of Parliament, Her Majesty was pleased to refer to not again let loose the dogs of war. There may be posted in the frontier towns of Yun- informing the Council that I have also received Her Colonial and Indian Possessions in the are now considerable masses of French troops nan officially recognising British authority by last mail a despatch which I am not at liberty following terms:—" I have observed with much

A meeting of the Hongkong Legislative affairs. I may add that most of the recommendat with a view to the fuller consideration of mat-

Hon. Sir George Phillippo, Chief Justice Hon. F. STEWART, Acting Colonial Secretary. Hon, E.J. ACKROYD. Acting Attorney-General Hon. J. M. Peice, Surveyor-General,

Hoz. H. G. THOMSETT, Harbour Master. Hon. P. RYRIE. Hon. WONG SHING. Hon. A. P. MACEWEN. Hon. C. P. CHATER. Mr. A. SETH, Clerk of Conneils.

The minutes of the last meeting were read THE SALARY OF THE INSPECTOR OF SCHOOLS. The following .. inute by His Excellency the Acting Governor was laid on the table:-The Officer Administering the Government lays before the Council an application for increase of salary

as shown by the published annual reports on Educa-1878, when he joined the service, while his salary is of the present Ordinance the eath has to be for the construction of local defensive works, are, rather smaller than that of the second Master of the Central School and not more than that of the Third The Secretary of State, to whom this application Considerable surprise and no little irrita. had been referred, recognising that the work of the

prepared to approve an increase not exceeding \$600 Conneil to vote this amount for 1837. The minute was referred to the Finance Com-

graph line to connect the Observatory with the office has been abolished, and therefore occasion lating to Colonial Defence. the city. Great determination was shown by completely at a standstill, every single shop Committee.

THE BITE OF THE TEMPOLERY CENTRAL The following letter from the Surveyor-

Last week in an interview I had title life Excellency the Administrator, on the subject of the best place construction of a permanent now worket building, His

J. M. PRICE. 7th January, 1887. On the motion of the Acting Colonial SECRETARY, seconded by the Surveyor-Gen-ERAL, this letter was referred to the Public

Works Committee

THE GRATUITY TO MES SAMPSON. A despatch from the Secretary of State approving the gratuity of \$870 p the widow of the late Mr. Sampson, first boarling officer in the Harbour Master's department was read.

The Acting Colonial Secretary-Theve now to lay on the table the following diplomatic and consular assistance to British trade abroad; a despatch from the Secretary of State respecting the extension of the Governog's leave : and further correspondence respecting

COLON AL DEFENCE. HIS EXCELLENCY—The Eon. C. P. Chatot will now, pursuant to notice, out a question. Hon. C. P. CHATER-Your Excellency, the question which I am about to ask, of which I have given due notice, bears, to my mind, upon the we must assure the merchants, the bankers, and I may fairly add the capitalists, who have large vested interests here, that their security is abdefences, but the popular feeling is that the present fortifications are inadequate to the requirements of the colony, and are not such as engineering experts consider satisfactory. Even whon the present schame of fortifications has pears to be that the Home Gevernment is occupying itself at the present moment with extension. Now, sir, is the opportunity for bring-

pointing our delegates without delay, and of instructing them to push our claims through in such a manner as to get what we want. W want the colony to be put in a thoroughly defensive state and if we get that we shall assure those who have invested their fortunes in this colony that their confidence has not been misplaced mission, put the following question:-Whether His Excellency the Officer, Administering the Government of Hongkong has received any in-structions from the Secretary of State for the Colonies

with regard to a Conference to be held in London in April next to discuss the defences of the Empire and an Imperial system of telegraph extension. If so, what are those instructions, and what action does His Excellency propose to take? If not, are not these two subjects of sufficient importance to warrant His Escollency in telegraphing o the Home Government to ascertiin if any such in-

His EXCELLENCY—In answer to the question just put by my hon, friend I am able to inform likely to be in London during the spring of next O'Malley, the Attorney General, now at home England some correspondence respecting the no- it desirable, to arrange for his presence at the mination of a representative of this colony to this Conference on any occasion on which mutters Conference, and I am asked in the despatch by specially affecting your Colony are likely to the Secretary of State to furnish him with the come under discussion.—I have the honour to

was not sure he would be in London 'next THE SECHETARY OF STATE FOR THE COLONIES April I also gave the names of Mr. William Keswick and of Mr. Thomas Jackson. think the long residence of these gentlemen in Hongkong and China generally will make them most excellent representatives at that conference tions contained in this memorandum have been liters of common interest." carried outlong ago by General Cameron. I am | 2 .- The communications thus promised with instructed to appoint a small standing Defence the Colonies have engaged the careful considera-

the Captain Superintendent of Police. THE PROMISSORY OATHS BILL. tion, his duties have been more than doubled since of the colony. According to the requirements well for the organisation of the local forces as Another minute by His Excellency was also it has therefore been deemed necessary to smend section. This work is still being actively pressed plish what ought to have been accomplished with thirty minutes after midnight. At the time of aid on the table recommending the Council to it. The second schedule of the Ordinance re- on with the assistance of a Standing Committee, skill and care. vote 8300 for the erection of a detached teles quires that the Shoriff shelltake an oath, but that which is continuously occupied with matters re- con vir. McCallum assert as a fact that this fore the regulation lights of the Norden were

oath from the Registrar and Deputy Registrar | to be observed with regard to many of the de- | The Sisters who see the children say that they of the Supreme Court. I beg to propose that fensive measures in progress or in contemplation. are brought in in such a state it is a wonder that the Bill he read a second time. The Acting Colonial Segretary seconded.

MARINE SURVEY FRES.

The Council then went into committee on the Bill to amend Ordinance 8 of 1879. The Bil consists of one section only and provides that the following fees shall be paid into the Colonial Troasury ;---For surveys of ship's bottom only.—Half the fees for surveys of steamships for passinger certificates.

For inspections of vessels under 50 tons during and for each additional 50 tons For inspections of engines and boilers under 50 H. P., during construction and for each additional 50 H. P.
Surveys of unlicensed launches under 50 feet in

Hon, P. Ryrin-I consider the fee for each additional 50 tons, \$15, is far too heavy. Sup.

because supposing a vessel of 2,000 tons has to tence, and new projects are formulated, every I don't think that sum is at all too much.

The survey is for public purposes as well as in the necessarily results from isolated action. interest of owners, and I don't see why you should put a heavy tar like that on shipbuild- have been referred to, but it is not impossible female children, and all, if not received into the ing. I should think \$2 would be sufficient. His EXCEXLENCY asked the Harbour Master which in the general opinion of the Colonial many are already) dead. The greatest possible if he thought \$600 would be too much for the Governments might properly and usefully be care and attention are given to them and I know inspection of a vessel of 2,000 tons.

afford to pay 8600. Hon. P. Evrie-That is not the question. The HARBOUR MASTER-Not only that, but of any steps in that direction; and Her Majesty's it would take up a great deal of time.

from the Government. The HARBOUR MASTER—He does not put the accepted by the Governments concorned. It from Trismus when received, a disease caused by fees into his pocket.

Hon. P. Ryrig-I think two guineas: five formal examination. guineas at the outside. ascertain from Lioy is.

in committee of this bill be adjourned until we Her Majesty's Government would rather be that piece of old ray or paper. I saw one case in the learn what the fees are at home. It seems to me its constitution should be sufficiently compre- French Convent moriband; it had been received extremely high, \$15 for every additional 50 tons. hensive to include, in addition to the Agent- an hour previously. In another case the patient second that: In the meantime we will try to tive of each Government, any leading public man quarters of an hour. No medical attendance ascertain what the fees are at home. The motion was put and carried.

THE POST OFFICE BILL. An the absence of the Colonial Treasurer the consideration of this Bill in committee was postponal mutil next-week.

ADJOURNMENT.

four o'clock. THE CONFERENCE ON IMPERIAL

The following correspondence was laid on the

DEFENCE, ETC.

GOVERNMENT OF HONGKONG.

Downing Street, 25th November, 1886. Sir.—I have the honour to enclose a copy of a despatch which I have addressed to the l Governors of the Colonies under Responsible Government, inviting the Governments of those Colonies to nominate a representative, or representatives, to take part in a Conference which it is proposed to hold next year for the purpose of discussing certain questions of common interest to all parts of the Empire. It is the wish of Her Majesty's Government that, in the consideration of these questions, the interests of all the Colonies should be duly considered at the Conference; and in the case of any

Crown Colony which may not send a special representative. I shall take care that proper provision is made for securing such consideration. If, however, you are in a position to furnish me with the name of any high officer or loading public man connected with your Colony who is names of any public man or high official connected | be, Sir. your most obedient humble Servant, .

> Edward Stanhope. The Officer Administering the Government of

TO GOVERNORS OF COLONIES UNDER RESPON-SIBLE GOVERNMENT. Downing Street, 25th November, 1886. Srg.—You will no doubt have remarked that in the Queen's Speech on the proregation of i to publish for obvious reasons. It transmits a satisfaction the interest which, in an increasing memorandum prepared by the Colonial Defence | degree, is evinced by the people of this country Committee which was appointed some time ago, in the w lfare of their Colonial and Indian containing general instructions to Governors of fellow subjects; and I am led to the conviction Colonies that in each port a detailed schome of that there is on all sides a growing desire to defence should be prepared which could at once draw closer in overy practicable way the bonds be put in force in event of any outbreak of war. which units the various portions of the Empire. This has been under consideration for some time. I have authorised communications to be entered and has no connection with the present state of into with the principal Colonial Governments

His Excellency The Acring Governoe, Committee composed of not more than five mem- tion of Her Majesty's Government, and they bers selected on account of their military know- havecome to the conclusion that the Queen should ledge and local influence. The duty of this Com- be advised to summon a Conference, to meet in mittee will be the organization of the resources London in the early part of next year, at which of the colony and the preparation of a representatives of the principal Colonial Govgeneral scheme of defence on the lines indicated by ernments will be invited to attend for the discusthe memorandum of the Colonial Defence Com- sion of those questions which appear more parmission. With the concurrence of Admiral ticularly to demand attention at the present Hamilton and of General Cameron I propose to time. I request you to inform your Ministers of The Officer Administering the Government of appeared to be coming up the river at a speed of appoint the following officers to be members of this proposal, which I am contident will be very this Committee:—The General Officer in Com- satisfactory to them, and to express the hope mand of Troops, the Commodore, the Command- which I entertain of their cordial co-operation. ing Officers of Royal Engineers and Artillery, | 3 .- In the opinion of Mar Majesty's Government, the question which is at once urgent and capable of useful consideration at the present time is that of organisation for military defe 100. The Acrine Attorney-General-I beg to The patriotic action of the Colonies in offering move, sir, the second reading of a Bill entitled contingents of troops to take part in the Egyp-"An Ordinance to amend the Promissory, tian campaign made a deep and lasting impres-Onths Ordinance, 186"," This Ordinance has sion on the public mind, and was the first practibeen introduced in consequence of instructions cal result of much careful work during recent which have lately been received from home years. It is a necessity of the case that the mearespecting the cath to be taken by the Governor | sures which have been taken in each ' clony, as tondered by the Chief Justice the oath of to a great extent, not yet fully understood and sonable report, and there is only one sontence in was blown. The Espoir came on apparently without allegiance and the official oaths; but the new in- appropriated in other parts of the Empire. The it I am inclined to find fault with, and that, I slackening her speed, and with her stemstruck the structions which have just been received require close and thorough examination of the whole think, ought to be noticed. In the second last, port bow of the Norden about abreast of the forethat the cath shall be tendered by the Chief subject of Imperial Defence, which was com- paragraph Mr. McCallum says :-- "It is quite mast making a great hele in the side of the Norden. judge of the Supreme Court of the colony, or by the Earl of Carnarvon, has led to the execu- utter failure so far as saving the lives of the in- S.E. of Bate Rook and to the N.N E. of the fort if they be nuavoidably absent, by the senior tion of extensive and important defensive works fants committed to their care is concerned." To on Tiger Island. Immediately after the collision

> The outh the Governor has to take first is the co-operation offered to Her Majesty's Govern- to assert very positively that success to a great from the Espoir was sent to her assistance, but onth of allegiance and then the cath for the due ment by the Colonies in carrying out this policy or to some extent was possible and ought to have it was found that the Norden could proceed to and impartial administration of justice. So these indicates their desire to arrive, so far as may at been attained, and that the fisters were so want. Hongkong without assistance, and she proceedinstructions clash with the present Ordinance, and present be practicable, at a common basis of ing in skill or care as not to be able to accom- ed accordingly, arriving in Hongkong about

The time has, however, now arrived when an at- so many are saved as there are. The same astempt may fairly be made to attain to a better sertion has been, made before that the Sisters did understanding as to the system of defence which | not save all they could, and Dr. O'Brien gave may be established throughout the Empire. For special attention for some time to all cases rethis purpose an interchange of knowledge as to coived. He satisfied himself that all was done the state of preparation or as to the capabilities | that could be done, that all were saved that could of organisation in each colony, would lead to a be saved. Most of the children he found suffer-

and wishes; but whilst Her Majesty's Government for ment would thus be prepared to recommend for the consideration of the conference certain printing the moment of birth, or detachment from the mother.

This is a matter that ought to be inquired in-\$15 of the Empire, it is not our intention in calling to, on its own merits, by some sanitary authorithe conference to commit either the Imperial ty, but is outside the present question, the treat-Government or say colony to new projects on- ment of the children after they get within the tailing heavy expenditure, but rather to secure | Convent walls. that the sums which may be devoted to this pur- The percentage of children saved in the two

5 .- Second only in importance to this great | The Sanitary board might be informed that, if pose the Dock Company build a ship of question is one concerning in a special degree they will appoint a medical man to be in atten-1,500 tons to-morrow, the fee would be very the interests of the Empire in time of peace. dance day and night at the Convent for a week heavy indeed. I believe they had a chance of a The premotion of commercial and social relations or a month, take note of the cases brought in, contract for 2,000 tons the other day. I do not by the development of our postal and telegraphic every facility will be given him, and his directlink \$15 for the first 50 tons is too much, but communications could be considered with much thousmost carefully attended to in every instance. I think that \$5 for every additional 50 tons would advantage by the proposed Conference. It is a About the defective state of the drainage, etc., The Harburk Master-1 suggested the fee changing. New requirements come into exist too poor to go into such expenses.

be in pected the work is in proportion, and there- i year. It is obviously desirable that the question fore I do not think \$15 is at all too much. A of Imperial intercommunication should be con ship of 2.000 tons would occupy a great deal of sidered as a whole, in order that the needs of the Surveyor's time. It is not anticipated we every part of the Empire may, as far as practiwill build ships of 2,000 tous. I don't know cable, be provided for, and that suggestions may whother the Dack Company could if asked to. | be obtained from all quarters as to the best means of establishing a complete system of communica-Hon. P. Ryrre-I think it is far too high. I tions without that increased expenditure which

that there may be some other important question | convents, would be found on the hill sides (as brought under consideration. But I should de- of nothing better that can be done for them by The Harrow Master-Not at all. A man | precate the discussion at the present time of any | the sisters than is done in the Convents. who can afford to build a ship of 2,000 tons can of the subjects falling within the range of what is known as Political Federation. There has been nó expression of Colonial opinion in favour Government are of opinion that there would be Hon. P. Rykie-The Surveyor gets a salary no advantage in the informal discussion of a generally but among infants received in both very difficult problem before any basis has been Convents. These in most cases are suffering might, indeed, be detrimental to the ultimate exposure to rapid changes of temperature, inon. P. Ryrie—It is a heavy tax on ship- attainment of a more developed system of united sufficient clothing and diet and defective venaction if a question-not yet ripe-for-practical de tilation, such as are to be found in the crowded His Excellency-What is the fee at home? cision were now to be brought to the test of a houses of the lower classes of the Chinese and

7.—The Conference will necessarily be purely when once the attack has well set in is hopeless. The ACTING ATTORNEY-GENERAL -- We can consultative, and it will therefore not be material This is common in all tropical climates. These inthat the Colonies should have equal or propor- fants are received at all hours of the day and Hon. P. Ryrie-I propose the consideration tional representation upon it. The desire of night and mostly naked or wrapped only in a The ACTING ATTORNEY-GENERAL I beg to General or other specially deputed representa- had just died and had been received only three who may be at lib. I v to come to England next | would have been of any service in either cove. year, and may , specially qualified to take a These were the only cases there at the time useful part in the deliberations. It will, I think, of my inspection. In the Italian Convent be convenient that I should preside at the Con-I were two more cases, both in a hopeless condiference, and I need not say that I auticipate tion for which medical assist to would have much advantage to myself and to Her Majesty's been of no avail. If these casus are to have Government from the opportunities of sequiring medical attendance, a resident Modical Officer information which will thus be afforded to me. | would be required in both Convents. In St. The Council adjourned until Friday next at confident that your Government will, as I do, carries off 64 per cent. of the children born feel deep interest in this first attempt to bring there. It would be impossible for any medical all parts of Her Majesty's Empire into joint de- man to do any good among the Chinese, for noliberation. However modest the commencement | thing would be heard of a case until it was hopemay be, results may grow out of it affecting, in less or dead, and it is not to be wondered at that, a degree which it is at present difficult to appre-leansidering the condition of the lower classes of ciate, the interests of the Empire and of the Chinese in their houses and boats, many children civilised world.—I have. &c.

(Signed) EDWARD STANGOFE. Government

P.S:—My own opinion is that the best time for meeting would be the month of April or May, but I should be glad in this matter to be guided by the general opinion of the Colonial

OF STATE FOR THE COLONIES.

Government House, Hongkong, 31st December, 1886.

Sir.—I have the honour to acknowledge your Separate Despatch of 25th November last, on the subject of the Conference which it is proposed to hold next year in London, for the purpose of discussing certain questions of common interest to all parts of the Empire. I am asked to farnish you with the name of any High Officer, or leading public man connected with this Colony, who is likely to be in London during the spring of next year, and who might represent Hongkong, should circumstances render it desirable. I beg to propose the name of Mr on leave, but as his leave will perhaps have expired before the Conference meets I would submit also the names of Mr. William Keswick, the late senior partner in the firm of Jardine, Matheson & Co., and Mr. Thomas Jackson, the Chief Manager of the Hongkong and Shangbai Bank Both these contlomen, who are Members of the Legislative Council, are now at home. They have been long connected with Hongkong as well as the various Coast Ports of China and Japan, and either of them would be able to afford valuable information in all matters relating to

the interests of the Colony.—I have, &c., (Signed) W. H. MARSH. The Right Honourable E. Stanhope, M.P., do .. do ... dec.

THE GOVERNOR'S LEAVE.

The following despatch was laid on the table of he Legislative Council on the 7th instant:— THE SECRETARY OF STATE FOR THE SOLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT OF HONGKONG.

Downing-street, 24th November, 1886. Sir,-I have the honour to acquaint you, that have received an application from Sir George Bowen, supported by a medical certificate, for an extension of his leave of absence from Hongkong, and that I have granted an extension of therefore not resume the Government in Febru: ary next, and I think it probable that the administration will remain in your hands until April or May next.-I have, &c.

(Signed) EDWARD STANHOPE. Hongkong.

THE DEATH! IN THE ITALIAN AND FRANUH CONVENTS.

The following documents respecting the deaths in the Italian and French Convents were laid on the table of the Legislative Council on the 7th

MEMO. ON REPORT OF THE SECRETARY OF THE SANITARY BOARD ON THE FRENCH AND TTALIAN CONVENTS.

member of the Executive Council then present. in various parts of the Empire; and the cordial assert that there has been an "atter failure" is the Norden was brought to anchor, and a boat

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I found business amongst the Chiusmen lating to Colonial Defence. Ordinance to smend it so far as to require the course pravoidable that secrecy should continue think he can.

more thorough understanding of their wants ing from some fatal knotting or twisting of the

10 pose may be utilized to the fullest extent, with | Convents out of the total number brought in, is complete knowledge of all the conditions of the about the same as the percentage of saved in similar institutions in Europe,

subject the conditions of which are constantly I have nothing to say, only that the sisters are

J. Burchignoli Pro. Vio.

PEPORTS BY THE COLONIAL SURGEON

I have inspected these babies often, the great majority of them are brought in in a moribund condition, or so ill nurtured that they are all 6.-Two leading subjects for consideration but hopeless cases. The great majority are also

P. B. C. Ayres. Colonial Surgeon.

The great mortality is not among the children amongst the boat population. The case of a child 8.—I will only add, in conclusion, that I am Kilda, one of the British Islands, this disease

> die, but that so many live. P. B. C. AYRES, Colonial Surgeon.

> > SUPREME COURT.

December 30th, 1886.

4th January. IN VICE-ADMIRALTY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE, AND CAPT. H. G. THOMSETT, R.N. NAVAL ASSESSOR

THE STEAMER "NORDEN" V. H. M. S. "Es-POIR;" H.M.S. "ESPOIR" V. THE "NORDEN,

Mr. Francis, Q.C., instructed by Mossrs. Wot ton and Descon, appeared for the Norden, and the Acting Attorney General (Hon. E. J. Ackroyd). instructed by Messrs. Sharp, Johnson, and Stokes, for the Espoin.

Mr. Francis, in opening, said the case arose out of a collision which occurred between the Danish steamer Nordon and H. M. S. Espoir, on the 3rd November, near Tiger Island, inside the Bocca Tigris, in the Canton river. The two smits had been consolidated, and there were claims and counter claims. In the first case M. C. Holme, owner of the Norden, was the plaintiff, and H. R. Adams, Lieut.-Commander of the Espoir, defendant. In the other H. R. Adams was the plaintiff and the Norden and her owners

His Lordship said he supposed the captain of the gunboat was only the nominal defendant; the real-defendant was Her Majesty's Government. Mr. Francis said he was unable to answer his Lordship. His own impression was that the captain was always the real defendant, though of course he might be exquerated by the Government. The learned counsel then proceeded to rend the pleadings to the following effect:-The patition, after describing the two vessels, set out that on the afternoon of the 3rd November the Norden left Whampon bound on a voyage for Wuhu, there to load cargo under charter and return to Whampon. She was in light trim. She proceeded down the river towards the Bocca Tigris, and about six o'clock was some seven or eight miles above Tiger Island, well over on the starboard side of the channel, steering S.S.E. FE. by compass and going about 91 knots an hour, the tide being in the last hour of the flood and running up at the rate of half a knot an hour, the wind being light and from the E.N.E. or thereabouts. It was a fine clear moonlight night. About half-past six or a little later the white mast-head light of a steamer was leave without specifying any period. He will sighted nearly right ahead, about a quarter or half a point on the port bow of the Norden, and apparently about three miles distant. few minutes later the red light of this vessel, which afterwards proved to be H.M.S. Espair, came in sight. The Espoir was then about a point and a half on the port bow of the Norden, and shout seven knots an hour. When the red light of the Espoir was seen by those on board the Norden the course of the Norden was altered about a point and a half to starboard, her helm being ported to give the Espoir a wider berth, and shortly afterwards the Norden was broughtback to her former course and her belm steadied. The two vessels continued to as such each other on opposite courses, and when the Espair was about 500 yards from the Norden and broad on the port bow of the latter, the Espoir suddenly starboarded her helm and bore down as if to cross the bows of the Norden The collision then became inevitable, and as the best way of lessening the shock of the collision the helm of the Norden The Report seems a very moderate and read was put hard a port and one blust of the whistle

> first sighting the Esp ir and for some time beon the look-out at the bows, a Chinese seaman

Chinese pilot being on the bridge. The collision | the ship in covering the distance. when the collision became immigent.

the starboard low and about four miles off. As stop the ship when going full speed. An standing forward about three minutes before the of a mile. Immediately after the collision I the Norden still showed her green light the English steamer left Whampon shortly be- collision occurred.

light to red light or green light to green light. Espoir had her lights burning, nor did I see the head come round into them.

last; empty, bound to Wuhu via Hongkong. We astern. When we got clear I put the helm of the vessel, navigating her. Lieut. Adams boarded and got a swing on and then hard a port. got up anchor about 4.30 p.m. It was then floor hard a-starboard to get her to stem the tide, as would tell them why they were doing this in the life, as would tell them why they were doing the life, as we would tell them why they were doing the life, as we would tell them why they were doing the life, as we would tell them why they were doing the life, as we would tell them why they were doing the life, as we would the life, as we tide. The vessel is 768 tons register, her length there was still a little way on her, stopped the bows instead of on the bridge. They had a impossible to judge Up to the time I starboard. The bows instead of on the bridge. They had a impossible to judge Up to the time I starboard. The bows instead of on the bridge. They had a impossible to judge Up to the time I starboard. They had a impossible to judge Up to the time I starboard. They had a impossible to judge Up to the time I starboard. about 230 to 234 feet, and her beam 29 feet. engines, and let go the suchor. We were near chart with them, and as soon as Tiger Island ed the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the near chart with them, and as soon as Tiger Island ed the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the near chart with them, and as soon as Tiger Island ed the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the near chart with them, and as soon as Tiger Island ed the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the Norden certainly could not have seen advisable to take his departure from there, as a put the helm over, and so not the Norden certainly could not have seen advisable to take his departure from the near There are the master and two mates, and a boat the north-east point of Tiger Island when we was past, they set the course, and the Navi- us on her part bow. She could not have seen straight line could not have we were six or seven miles above Tiger Island. fort being S. or S. by E. We bore E. by S. to see that the vessel was put upon that course. If no fair o'clock the captule was put upon that course. It is not being S. or S. by E. We bore E. by S. to see that the vessel was put upon that course. It is not being S. or S. by E. We bore E. by S. to see that the vessel was put upon that course. Up to six o'clock the captuin was on watch, but from Bate Rock. The chief officer took sound
of the remained aft for a property of the remained aft for a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully rough log, but on this occasion the captain was on the starthan four miles off that night. It is a point short time to see that the quartermaster fully roughless than four miles off the roughless than four miles off that night. and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. Witness wrote nothing about this having been on his wrong side of the channel, and helmsman were also on the bridge. The last if to him. pilot was a licensed Chinese pilot. The helmsman was a Chinese quartermaster. There was
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chinese pilot. The below the beautiful the control of the con a Chinese able sequian on the look-out right in did not anchor at that time. We were at an reported that the vessel was on her course Lieut. only time I had been from Macao to Canton. I proaching ship, a trifle on the starboard bow, and the bows. The bridge is about amidships, just chor half an hour or perhaps more before we Adams pointed out the approaching light to took a pilot twice, but I had not one on this occain front of the funnel. The vessel has two masts. got under way again. I don't know whether him, and he went again to see that the vessel slop. The watch officers are the first lieutenant, then 200 yards or so N. by W. of the N. E. point witness believed he wrote something in it first. the river full speed about tipe and a half knots. had her lights burning. Our damage was also on the forecastle head, ing up the river I am on deck all the time. I lights for about the gunner, who was also on the forecastle head, ing up the river I am on deck all the time. I lights for about the gunner, who was also on the forecastle head. At six o'clock the pilot was directing the course show was in charge at the time of the collision and by the lord and I at to see that the whip was being kept steady by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at to see that the were was in charge at the time of the collision and by the lord and I at the see that the were was in charge at the time of the collision and by the lord and I at the see that the were was in charge at the time of the collision and by the lord and I at the see that the were was in the point at the lord and I at the see that the were was in the point at the lord a by the land, and I gave orders by the compass. The aftermost blow was about our after hatch, burning very brightly. Lieut, Adams would Lieut. Clive was assisting me. We left Macao on her course. The lights then bore about the outer heaving the lead, and in doing so he looked the le About 6.25 to 6.30, we got on to a S.S.E. 50 feet from the stern. I did not see what 1 St. course by the compass, S.E. by S. 1 S. damage had been done to the Espoir. I asked proaching the form and the Books Tigris. From moon to six have gove round a point or two more to the Books Tigris. From moon to six have gove round a point or two more to the Books Tigris. From moon to six have gove round a point or two more to the Books Tigris. From moon to six have gove round a point or two more to the Books Tigris. true. I know the land about Tiger Island them to be kind enough to send a boat and they was a set that the send a boat and they saw the green light. Having thus green we were going 75 to 8 knots. We entered starboard. He went to the compass by which but he saw none. He saw nothing of the other was the green light. Having thus green we were going 75 to 8 knots. We entered starboard. He went to the compass by which but he saw none. He saw nothing of the other was the green light. well. When we set that course the northeast point and of Tigas Teland have given to send a course the position of the course the northeast point and of Tigas Teland have given to send a course the position of the course the northeast point and of Tigas Teland have given to send a course the position of the course the cours coast point end of Tiger Island bors right about four English miles off. We intended to pass Tiger Island as near as the grant of the g possible and to keep Bate Rock on the starboard was and I said I could not say, but we would go ought, and he caused the helm to be starboarded of Dove Rock. We were steering by the land. positive quarter master, who carried leg. Had the vessel over been on their port now of the collision much nearer light Island than, side. We stood on the same course up to 6.40, round in his boat and see. There was no constituted a little to give her a wider berth. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should never have of the collision much nearer light Island than, while he was doing so witness heard be should have seen it, and he should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should never have of the collision much nearer light than, and he should have seen it, and he should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. While he was doing so witness heard be should have seen it, and he should have seen it. He had hardly I directed the navigator to steer such a course it out. when we saw the lights of a steamer. We were then about two miles of a steamer. We were then about two miles of a steamer. We were then about two miles of Times televal. then about two miles off Tiger Island. We had not ask him if his lights were burning. I asked came suddenly into view; and the moment he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. I cannot give you by the compass about 20 seconds then, and cutter was the forement he saw made for the Tiger's Claw. not passed Bate Rock. When I say two miles him if he would like to see our lights, but he artragardinary that he ordered the helm to be put hard a-port, the compass course from Anung-boy to the helm to be put hard a-port, the compass course from Anung-boy to the helm to be put hard a-port, the compass course from Anung-boy to the helm to be put hard a-port, the compass course from Three Televal T. Benjamin Herring, first class boy on board the looked at it through the glasses and in about seven in about seven in about seven in the glasses and in about the minutes I saw the red side light. I judge side the Calcutta shoal. We had passed that His contentions were that his clients were now minutes I saw the red side light. I judge side the Calcutta shoal. We had passed that His contentions were that his clients were now minutes to six when we need to six when the star-looked to, he would submit this hypothesis.

They had it in evidence that Mr. Adams was the Espoir, said he was on the topgallant fore.

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Here is the manute of the star-looked to, he would submit this hypothesis.

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They had it in evidence that Mr. Adams was the entire of the Espoir, said he was on the topgallant fore.

They had it is evidence that Mr. Adams was the entire of the star-looked to, he would submit this hypothesis.

They had it is evidence to the star-looked to, he would submit this hypothesis.

They had it is evidence that Mr. Adams was the entire of the star-looked to the st seven minutes I saw the red side light. I judge side the Calcutta shoal. We had passed that I have the was about three miles of minutes to six when we passed Anung how board bow. He saw by the alteration of her lights coatle during the time in question. He gave beautiful that the place in which he comthe white light was about three miles off when point before I left the bridge or were close to it. feetly right, as soon as they were green light to fort. I intended to enchor; not to go that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of that she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had ported her helm. Her red light evidence corroborative of the she had been helm. Her red light evidence corroborative of the she had ported her helm. I first saw it. When I saw the red light it was i cannot say exactly how far the Calcutta green light, to keep on their course; nor were up to Canton that night. I intended to an enter which he would have about a point on our port bow and a roll shoul is from Tiger Island. I do not know exis one down below which can be seen from the bridge amidships. It took him two or three James John Front, engineer in charge of the short state of the red light they took the only measures which a number of questions were put to the without the red light they took the only measures which a number of questions were put to the without the red light they took the only measures which a number of questions were put to the without the red light they took the only measures which a number of questions were put to the without the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the without the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions were put to the red light they took the only measures which a number of questions and number of questions are number of questions a bridge. When I saw the red light I gave the the river. I did not give the chief officer any were possible in putting the helm haid a port ness as to his intentions with regard to anchor. seconds to give the order. order to port a little to give more room. We orders when I left the bridge. We generally and the engines full speed astern. went off a point for about a minute and then pass Bate Rock about a cable length's distance steadied on the same course as before. When and Tiger Island a cable's length or two We of the river? we stended the red light was more than two could see Tiger Island a long way off that night. points on our port bow. We could only see the It is impossible we could have been further off on our proper side of the river. lights at that time. If both vessels had con. Tiger Island than I have stated at the time of tinued on the same course we would have passed the collison. To put my clothes on would take half of the Espeir. us I ported to get out of the way. I did not stop and reverse then, because it akes a long time to gethead way off the ship, and the best thing to do was to put the holm to port. If I had stopped and reversed we would have run right into | the moment of the collision. the other ship. By keeping on full speed l thought we would have been able to pass ahead of her clear. We were struck on the port side, engine room.

r breast the foremust, about 50 feet from the

collision when I saw the other steamer changing her course and coming down towards us. There

was no danger before that. At that time the

other steamer was four or five bundred yards

was caused by the Espair not keeping a proper | The witness here marked on the chart the look out, not putting her helm to port in various positions and courses mentioned in his obedience to rule. 15 of the regulations for evidence in chief. The point to which these preventing collisions at sea, in improperly brought him did not agree with the true point

Espair was going up the Canton river under steam | when the witness saw the difficulty he was in.

therefore the 16th rule did not apply to the I ran forward to go on the bridge, and ju-t as I Hongkong time.

Mr. S. Hansen, second engineer of the Norden, gave evidence as to the orders received in the

The case was not concluded when the court bow. I first thought there was danger of rose, and the further hearing was adjourned notil ten o'clock next morning.

5th January.

where they interest the same of the start of the foremast. I saw the start of the foremast is the start of t distance from Whampon to Tiger Island is gunboat before she struck us, but I could not see room hatch. By the time I got there the an on the learn new Whampon to Tiger Island is gunboat before she struck us, but I could not see room hatch. By the time I got there the an on the learn new was on like that as long as I am on the learn new was on like that as long as I am on the learn new was on like that as long as I am on the learn new land of the room was on like that as long as I am on the learn new land of the room was on like that as long as I am on the learn new land is gunboat before she struck us, but I could not see room hatch. By the time I got there is a long as I am on the learn new land of the room was on like that as long as I am on the learn new land of the room was on like that as long as I am on the learn new land of the room was on like was on like that as long as I am on the learn new land ne twenty-five miles, as I have heard from the pilot, the green light. I saw the red light going away. gines were going astern, just beginning. That right of the centre of that channel nobody see the lights of the Norden before he set the in fault in porting her belief when she would ent ports.

Captain Thomsett said the whole thing was they were doing. I did not hear any order for stunsail boom on the prt side was broken, and the it, but I could feel that the engines were going port cutter was stoven. The other vessel swept to the collision. I wrote it after letting go the her in August. Since the matter was before the besides was of so extraordinary, and improbable

and the engines full speed astern. Those orders Tiger's Claw. We had been steering compass starboard side, three or four yards from the By the Acting Attorney General—We kept were carried out, but the other ship came rush, courses from Macao up to an island of which I wheel. When he was sufficiently high up the lad- spron. He could not what tell injured him.

The following evidence was then called on be-

time and I was afterwards on the bridge for some vessel quite plainly. She was not bearing as I expected. I ordered starboard. In the thore would have been no collision. in not having stopped and reversed her engines. where they intended to sell them. The kidnap-

good swing on. What I ordered the helm to think it are a visable for me and my officer to out things because they often put in a lot avoided the collision, as it was only a question Cross-examined by the Acting Attorney starboard there was a danger of collision; we be on the forecastle head where I could see bet of rubbish. On the evening of the 3rd Nov. the of 50 feet, the Espoir striking here is General—I went forward on heaving the order were green light to reen light. When I saw ter than on the bridge, where there is communi-"port" because I wanted to see what they were the red light I saw collision was inevitable, ention with the engines and the wheel. I had ness saw him with it, but he could not say, the Espoir was in no way to blame for the altering the course for. They may have changed About ten seconds after I got to the quarter a man to pass the word. I have not tried with whether before he began to write it there was collision. Upon all the evidence which had been the course several times coming down the river, deck the vessels strek. My howsprit struck the Espoir how long it takes to bring her to a enything there already. Nor did he remember addiced he would ask the court to rejudy the ing speed or stopping and reversing her engines courses that he ought to have commenced his but I did not hear any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. I thought when him on the port bow has a standard because the captain or anyone else rub any order. that order was given that we were too close to from forward. My bwsprit was broken off and eastle head to the bridge is 70 feet. I did the dis- thing out. Thad nothing to do, so I wentforward to see what port cathead were bon torn away, the topmast It is the quarturmaster souty to make the entries been in the Fapoir since the 27th July last, and nesses of truth. On the other side he had show-The apswer of Captain Adams set out that the The Acting Attorney-General said that was the land. I did not think of anything really, but fell on the starboard ow, the port bumpkin and tancethis morning in eight seconds—not a fest run.

By the Court—I saw the starboard side, but I quired what my damye was, and then steamed written with a conversation that he could remember out, and each suit should be dismissed. It was course parallel to that of the Espoir, here about was ahead of us, about half a mile, and going a survey of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. Two the bound of the Espoir little faster than we were. The should be the Espoir little faster than we were. The should be the Espoir little faster than we were. The should be the Espoir little faster than we were. The should be the Espoir little faster than we were the the same and the start little faster than we were the same and the start little faster than we were the same and was apparently 500 yards off, the holm of the light on the Espair. I showed it to the pilot, the latter was starboarded in order to give and it was reported shortly afterwards by the the Norden a wide berth, when suddenly the Norden shut in her green light and skewed her red. A collision the green light and skewed her red. A collision the green light and skewed her red. A collision the proper course. She was at that time the continue of the Norden that the continue of the Norden shut in her green light and it was reported shortly afterwards by the continue of the Norden shut in her green light and it was reported shortly afterwards by the continue of the Norden shut in her green light and it was reported shortly afterwards by the collision cocurred. He was on the gone I steamed up her starboard side, across her quarter-masterenters trupintheharbour, and the continue of the watch is responsible for it at sea. As to the quois of the watch the whole of the watch the w the engines of the Espair were immediately on our port low. The collision took place between side. He reported to the chief mate "a light on came back I hoisted estition lights and stopped to the chief mate "a light on came back I hoisted estition lights and stopped to the chief mate "a light on came back I hoisted estition lights and stopped to the chief mate "a light on came back I hoisted estition lights and stopped to the chief mate "a light on came back I hoisted estition lights and stopped children came back I hoisted to the chief mate "a light on came back I hoisted to the chief mat reversed full speed and her helm was put hard one and two minutes after the Espoir altered her the port low. The Espoir altered her the port low. About five minutes after that he while my men cleared was the minutes after the minutes a-port. The Espeir, under her sturbpard heim, course. If we had stopped and reversed immediate whether he had written it look at his course on the chart the games was felt that this was hardly enough for a satisfactory it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar, my port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port anchor being I do not remember whether he had written it look at his course on the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the port it up clear of the animar was port and the went off to port only two points. The Norden ately the Espoir altered her course we would have side. He watched the two lights until they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away is a light suntil they disabled by the cathad being form away. After a light suntil they disabled by the cathad being form away is a light suntil they disabled by the cathad being form away. did not appear to slacken her speed at all and got some of our way off. We were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. They were never on the star- the best came up to them. the Espoir struck her on her port-bow. The close to the Bate Rock. The Espoir hailed board side of the Norden, When the other on account of the mu in the bowlines close to the Bate Rock. The Espoir hailed board side of the Norden, When the other on account of the mu in the bowlines close to the Bate Rock. collision took place about a mile and a half N. by us after the collision, from astern, and asked if we vessel, was close to them, about three or four W. W. of the fort on the N.E. and of Tiger wanted any assistance. We sounded after we ship's longths distant, they steered wrongly, and of the fort on the N.E. and of Tiger wanted any assistance. We sounded after we ship's longths distant, they steered wrongly, and of the fort on the N.E. and of Tiger wanted any assistance. We sounded after we ship's longths distant, they steered wrongly, and of the fort on the N.E. and of Tiger wanted any assistance. We sounded after we ship's longths distant, they steered wrongly, and of the fort on the N.E. and of Tiger wanted any assistance. Island. The Norden was not kept on her proper anchored and found ten fathous. I saw the red course as required by law, a proper look out was light of the Rep ir the whole time. I am not Norden. Before the other vessel starboarded mained at anchor unil one o'clock in the afternot kept on the Norden, the helm of the Norden, the helm of the Norden certain whether I saw the green light, as I could be had ported a little, and after she starboarded moon next day. The margating officer took is often as much as ten minutes out. The en- was his custom to see that his orders were being where actions were brought against Her Majesty's noon next day. The margating officer took is often as much as ten minutes out. The en- was his custom to see that his orders were being where actions were brought against Her Majesty's noon next day. The margating officer took is often as much as ten minutes out. The en- was his custom to see that his orders were being where actions were brought against Her Majesty's noon next day. The margating officer took is often as much as ten minutes out. The en- was his custom to see that his orders were being where actions were brought against Her Majesty's new tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is often as much as tensor of the margating officer took is of the margating officer took is often as much as tensor of the m was improperly ported, and she did not stop and reverse her engines when there was risk of collision and the engines when there was risk of collision and the lights. I keep the log on beard collision and the lights. I keep the log on beard collision and the lights. I keep the log on beard collision and the lights. I keep the log on beard collision and the lights. I keep the log on beard collision and the lights. I keep the log on beard collision and the lights are the lights and the lights are the log on beard collision and the lights. I keep the log on beard collision and the lights are the log on beard collision and the lights are the lights

Mr. Francis went on to say the case seemed astern, and afterwards the captain gave the case seemed astern, and afterwards the captain gave the case seemed astern, and afterwards the captain gave the case seemed astern, and afterwards the captain gave the case seemed astern. to be one of these so frequent in that court in order stop. The latter order was given about eccurred six or seven ship's lengths distant from taken me to the court of the co nel as I went up. There is a head in the chan-starbearded on seeing the light I should think He gave evidence of a corroborative nature. In the same way a consider claim was tion between the parties as to their relative posiwe were not a correspondent of seeing the appeared it was before the Court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of seeing the appeared it was before the Court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of seeing the appeared it was before the Court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of seeing the contraction of the court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of seeing the contraction of the court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of the court of Inquiry. I told the cross-examined—When witness went on the little parties as to their relative posiwe were not a correspondent of the corre tions when approaching each other and in which Bate Rock. I remember one of the officers of watch he was told to keep a good lookout alread, to be cutting off a conor and coming straight sub-limited and the remainder of the officers of watch he was told to keep a good lookout alread, to be cutting off a conor and coming straight sub-limited and the remainder of the officers of watch he was told to keep a good lookout alread, to be cutting off a conor and coming straight sub-limited and the remainder of the officers of watch he was told to keep a good lookout alread. the question for the court was mainly one of evidone. It was one. It was unuscessary to go into the question of law until the evidence had been given, because it was not on the Sunday that I entered that 6.28 the starboard bow, and when she opened out her could be a possenger on board, Mr. red light she was two to two and a half points ship for damages done to the Espair. Therefore the collision he could see land on the port side, at the time she ported. The collision he could see land on the port side, at the time she ported was close by. I did not hear what was said. I but a good distance off. He knew the other vessel as the foregation was close by. I did not hear what was said. I but a good distance off. He knew the other vessel as the foregation was close by. I did not hear what was said. I but a good distance off. He knew the other vessel as the foregation was close by. I did not hear what was said. I but a good distance off. He knew the other vessel as the foregation was close by. it would depend on whether the vessels were red light to was nover on our before the collision by seeing her light to wall light head come round into them.

Chan Shing Kweng, quartermaster of the I first saw her, showing her red light, I would salt flat and had to wait for the tide; but the ing down the river, keeping on the starbard By Mr. Francis—On the chart the position Norden, said that from six to sight in the even-The Espair was proceeding up the river from not agree. The reason is that I should have wheal, which was on the bridge. The chief mate would certainly not lave starborded. The spot would certainly not lave starborded. Macao; they did not know what side of the commenced my lines a little to the northward. channel she entered the river by, but instead of It would take me a long time to deaw it exactly. gave him orders as to steering, the mate giving where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her. It was after I sat and it has not been altered where I first sighted her.

keeping to the starboard side she came husging By the Court—I am not certain whether I him a course, and the pilot the order to my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he course, and the pilot the order to my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he course, and the pilot the order to my course that I first sighted her. It was ten exception, of that 6.28. I did not look at the watch for the red light, and he course, and the pilot the order to my course that I first sighted her. the land tolerably closely on the port side. The saw the green light or not; I don't think I did. port or sturboard a little The collision occurred. I put duty to do so. He saw the green light or not; I don't think I did. port or sturboard a little The collision occurred. Norden sighted her a point or a point and a half At the moment of collision I was standing in oursed about half-past six or seven ship's put my ressel on her course to the collision. Here on her purt how, and seeing the ressels were ap. the middle of the bridge. The Espoir struck lengths from Tiger Island. The land was far speed over the ground at that time was a good not be that, as that was the time of the collision. Norden kept on her course as she was before she lengths from Tiger Island. The land was far speed over the ground at that time was a good not be that, as that was the time of the collision. Norden kept on her course as she was before she proachin caell other on almost opposite courses us in front of the bridge. I cannot say if I saw from them on the port side, and close on the eight knots. If the collision had taken place I do not think I rabbed out any writing of the opened out her red light she would have passed the Waveley were the ground at taken place I do not think I rabbed out any writing of the opened out her red light she would have passed to be a superior of the bridge. I cannot say if I saw from them on the port side, and close on the eight knots. If the collision had taken place I do not think I rabbed out any writing of the opened out her red light she would have passed to be a superior of the bridge. I cannot say if I saw from them on the port side, and close on the eight knots. starboard. He saw the white light of a steamer where the Norden siys it did I would not have quartermaster's when I made that entry, but I astern of them 200 or 800 yards distant. Wit-Captain Davidsen, master of the Norden, said approaching thom, but he saw neither the red steamed round her; I would have been afraid of may have done so. I told him to bring the book ness correborated the previous evidence as to again on heroldcourse. Suddenly, when about 500 —I was on board the Norden when she left nor green light. When the other vessel was the Bate Rock. The collision did not take place to me and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and what measures were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and what measures were given and I would make the entry. Having been what orders were given and what measures were given and I would make the entry. yards off, the E-poir attempted to cross the Nor. Whampos on the 3rd November last. I have close the chief officer had the whistle blown twice anywhere within a nile and a half of Tiger Isden's bows, starboarding her helm as hard as she been up and down the river several times. It to indicate that he was porting the helm. Witcould. Seeing the only chance of avoiding the colli- was about 4.30 p.m. when we left, and a little past less did not see the other vessel either port or starboarded my helm I would have gone over the local the most described by himself, had fully nessed and the natural section of the port or starboarded my helm I would have gone over the local them. Rion was to get past the point of danger the Norden went full most followed should allowed should be seen to get past the point of danger the Norden went full most should sh den went full speed thead. She almost succeeded board. We were going about nine and a half the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing to keep clear or a crossing red light. Shortly before the collision witness, by the order of the chief, the Bate Rock. There are bearing the content of the collision witness, by the crossing red light. abreast of the foremast. The principal charge o'clock. I went from the bridge to the chartroom Mr. Francis said that concluded the case for the world are principal charge o'clock. I went from the bridge to the chartroom Mr. Francis said that concluded the case for on the chart. It would not have been safe to go. they made spainst the Espair was that she was and about twenty minutes past six to my cabin. The plaintiff, but if his friend wished to cross- over that line; there is 14 feet, but I do not go points on my starboard bow while on the wrong side of the channel, that she was The chief officer took charge. The lamps had examine the chief engineer he had no objection. over rocks marked on the chart even if there is steady course, and when I starboarded she deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that six of the other. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other, but if one was believed it about twenty minutes past six to my caom. The hard was deal of noise and confusion of the men running that of the other. The hard was deal of noise and confusion of the men running that the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and when I starboard of the other is a steady course, and the other is a ste not keeping a proper look out; and that at the been lighted before I left the bridge. When I Georg Kundson, chief engineer of the Norden; 20 feet. I could see Tiger Island at the time of went to nearly four points at the been lighted before I left the bridge. When I Georg Kundson, chief engineer of the Norden; last moment, when a collision was imminent, she left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge the steamer was about seven said he was on duty in the engine room at the left the bridge th adopted a wrong manceuvre and ran into miles northward of Tiger Island. I cannot rethe Norder According to the Collision was nowhere to the collision. The collision was nowhere to the collision. The collision was nowhere to the back talking patrothe. It was certainly not within a see opened one ner red upper. I cannot retime of the collision. He did not-notice the time mile of it. The collision was nowhere to the land not-notice the time mile of it. The collision was nowhere to the land not-notice the time mile of it. The collision was nowhere to the land not-notice the time mile of it. The collision was nowhere to the land not-notice the time mile of it. the Norden. According to the Espoir's own member how she was steering then. I did not at the time of the collision, but it was 6.45 when south of Bate Rock. On the starboard side of astern, so as to mitigate as much as possible the storboard. account of the course on which she was go come on the bridge again until the collision had the anchor was dropped. He kept no log, only a where I was it is ill low flat land, which she was go come on the bridge again until the collision had the anchor was dropped. He kept no log, only a where I was it is ill low flat land, which she was go come on the bridge again until the collision had the anchor was dropped. ing up the river—she did not state which side taken place. I heard a noise which I satisfied private code. At the time of the collision the could not see at with unless you got within a contentions. The advented who was the rushing aft of the vessel, and trying to two such cases, and it was also unpleasent to the Norden it was about half a point on my bow. she was on—her sold the Warden tree and not sale was equally wrong. myself was the mate shouting port, port," and engines had just commenced to go astern. It quater of a mile. Our charts have courses mark. She had the Norden on her starboard bow, and then I heard a blast of the whistle. I put on was about two and a half minutes from the ed-on-them-in-pendl-to above Tiger Island for would have cut me down. I could not run away wide enough for one to pass down at a time. under rules 15 and 16 she could not have treated my clothes, having just had a bath, and went on the collision until they were anchored. convenience in navigating. At the time of the from her. I did not see that I could do any. Douglas Edwin Mayes, engine room artificer, convenience in navigating. At the time of the collision until they were anchored. convenience in navigating. At the time of the collision until they were anchored.

Norden. The Srd rule showed what the Est oir's got to the foot of the ladder the Espoir struck us, The Acting Attorney-General then opened swept round and my port gear would have duty was; she should have got over to her pro- about 80 feet forward from where I was. I saw the case for the Espoir. As would be gathered been damaged. We had a leadsman taking per side of the channel, have got the Norden on the starboard side of the Espair when I came from what had previously transpired the case soundings. The wheel is about the mizen her port side, and no collision would have oc- on deck. I did not uctice her green light. She for his clients was dismetrically opposed mast. The bridge is before the mizen mast. truck us at an angle of about 50 degrees. I as to the facts on every point to that of It is usual for men not on duty to be on dence corresponding of that given by Lieut. Ahlmann interpreting in the Danish language I got on the bidge. When I got on the bridge collision occurred did the two parties agree. The smoking place. I heard no whistle from the they were abreast of the North East point of the model. He gave evidence corroborative of the smoking place. I heard no whistle from the they were abreast of the North East point of the model. He gave evidence corroborative of the smoking place. I heard no whistle from the they were abreast of the North East point of the model. He gave evidence corroborative of the smoking place. I heard no whistle from the they were abreast of the North East point of the model. He gave evidence corroborative of the smoking place. I heard no whistle from the they were abreast of the North East point of the North East point of the model. He gave evidence corroborative of the smoking place. I heard no whistle from the they were abreast of the North East point of the No for the officers of the steamer, who did not speak the engines were reversing and the helm was case for the Espoir was that on the 3rd Novema port. The Espoir was in contact with us bor that vessel was on the voyage from Macao to marked on the chart the various positions and He was on the topgallant forecastle with the Mr. P. J. Elberg, chief officer of the Norden, about a minute or a minute and a half. We Captain Courses. When the collision took place we were last witness and he left to set the ship's course. On the course he gave until the captain gave the part to bring the vessel back. If, as was alleged on the course he gave until the captain gave the part to bring the vessel back. If, as was alleged on the course he gave until the captain gave the part to bring the vessel back. If, as was alleged on the course he gave until the captain gave the part to bring the vessel back. If, as was alleged on the course he gave until the captain gave the part to bring the vessel back. If, as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. If as was alleged on the course he gave until the captain gave the part to bring the vessel back. said—We left Whampon on the 3rd November were state of the Mariant were in the bows less than the Bepoir was going and the Navigating Lieutenant were in the bows heading our course. I say that because I star-

His Lordship - Were you on your proper side Was there anything to prevent your going up der from the captain "hard a-port," and he

Could you not have gone on to Towling flats from the giving of the order. About 15 seconds steering by the land instead of going to the clapsed between the orders hard a-starboard and Captain H. R. Adams said—On the 3rd No. trouble of laying down a course on the chart?— bard a-port. He knew that the engines were retime afterwards I saw the other steamer after she was close to us and I saw a whole lot of vember we were going from Macao to Canton. You can't be too careful in navigating. I might versed. The Norden then crossed their bows, and ing. her course. She was then not quite lights. I did not notice the green or red At six o'clock I was on the starboard side of have gone on a little further. I might have they run into her, the collision taking place half a mile off. I could see her masts light. The first blow was 50 feet from the bow, the forecastle. Sub-Lieut. Clive, navigating gone on to Calcutta Shoal. That is four miles, about 20 seconds after the order hard a-port had and bull at that time. She starboarded her the second 30 feet farther aft, the third another 3) officer, and the gunner were also on the The telegraph to the ongine room is on the bridge. been given. They struck the Norden at an angle helm and came down towards us. As soon as feet, and the last some 60 or 70 feet further aft. forecastle. I went there to get a good de You cannot telegraph to the engine room from the of about 30 degrees between her fere and aft lines. I saw her altering her course I gave the order I did not ask the officer who came on hoard from parture because I could see much better from forecastle head. There is a man on the gangway The damage done to the ganboat was comto port, and afterwards, as she came down on as, the Espair if they had their lights burning. He forward than from the bridge. At six o'clock to pass orders to the man at the wheel. The prised of the bowsprit, jibboom, bumpkin, and hard aport. I also blew the whistle, one blast, did not point them out to me. After the collision we were abreast of the Tiger's Claw. We look out man had been sent to the gangway to port cathead carried away, and a outter on the as a sign that we were porting the helm. The we went perha a a few ship's lengths ahead. To skirted up Tiger Island. The navigating officer pass the word aft. The gamer was with me port side was staved in. Judging by the damage to. other steamer came right against us with her stop the ship from full speed ahead, light, would asked me to do that in order to get a good des seeing the anchors clear. I had been on deck the outter he should say they struck at an acute stem on our port bow, at an angle of about forty. take perhaps two minutes, perhaps three. she parture. We passed close to the old fort, most of the time since noon, certainly since five. angle. After the first blow they grazed along the five degrees. The plates of the Norden were would go in that time I should say about four ship's When we got close to the fort the navigating Before five I went down for a few minutes at a port side of the Norden. As near as he could broken and Bent, and a large hole made, but lengths, but I cannot say exactly, as I never officer showed me the chart with a lantern time, but I did not leave the forecastle from the guess that vessel was going about six knots at on behalf of the case for the Espoir. above the water line. I saw that some of the tried it. The reason I cannot tell you what course marked on it, and said—" The head gear of the other vessel was gone, and we were steering when I left the bridge is that course is now N. by W. 5 W. by compass," length off the land in skirting Tiger Island. separated about a quarter of a mile. The Norden Espair, stated that he was in the starboard gang. there were splinters lying on deck. Just be I left the steering entirely to the pilot. We all which is true N. by W. 2 W. I deg. to N. Mr. Having ontered the Bocca Tigris close anchored, and he was sent to her with a boat, way at the time in question, passing the orders fore the shock our engines were going full keep a lookout. We had one man at the wheel. Clive then said—' I will go aft and put her on to the Anung-hoy fort I crossed over to As he went on board Capt. Davidson met him at aft from the captain. He passed the order speed astern. but that had not had time to One man was enough. I don't know whether the have any affect on any angle of the same of the first one of the same of the have any effect on our speed. After the Espair had anchored at the time we left. I cannot in the shape of lights in sight. While Mr. Clive asked me to do so in order to get a good departion we storned and anchored at the time we left. I cannot in the shape of lights in sight. While Mr. Clive asked me to do so in order to get a good departion we storned and anchored at the time we left. I cannot in the shape of lights in sight. While Mr. Clive asked me to do so in order to get a good departion of the passed the order. collision we stopped and anchored. Our anchor say how fur she was off. I saw her lights when I was aft I saw a white light a long way off a little ture. I could not have taken my departure as ness said no. He then saked if the gunboat's "hard a-port" and "full speed astern." was down one minute after the collision. Wo were at anchor for about half an hour. While at anchor for about half an hour of the chor I taken to point on our starband bow. Tiger Island was one point on our starband bow. The plant a point on our starband bow bearing 8.8. B. shout two cables are the collected and anchor, but the navigating officer bear and plant of the starband bow. The plant and the plant and the plant and officers of the starband bow bearing the point on our starband bow. The plant and officers of the starband bow bearing the point on our starband bow bearing officer bearing the point on our starband bow bearing officer bear and plant for said the was on the port and "run speed astern."

Tiger Island was one point on our starband bow bearing the plant to such a position. The story of the plant to call the plant and officers of experience would have bearing the plant to call the plan under the white light. Then Mr. Clive asked me to go to Tiger Island and I thought Tiger Island. He believed the Espoir steamed land he saw a bright white light about a 1 I could not see Bate Rock, as it was under water I suppose we got four blows by reason of our When I saw the other steamer coming towards rolling as the Espeir grated along us.

The project to go to Tiger Island. He collises a start and I thought to go to Tiger Island. He collis I pointed out the lights to him, and he looked at five minutes, and it was during that time that W. & W. from the N. E. point of Tiger Is. the order to starboard. Witness was perfectly was then called and gave evidence corroborative them through his glasses. I ordered the garner I sighted the white and green lights. To bring land. After he got back to the Espoir they sure he never saw a light on their port bow.

6th January.

a good many men, perhaps a dozen, smeking. I our sterboard bow as I expected. She was two them in his note book, and from there he after and he contended that that was the only case he watched the ship approaching, never taking my points on our starboard bew when half a mile off. wards copied them into the ship's log. They had to meet, upon which the other side wast. eyes off, except to glance at our own starboard I did not draw any inference from the fact that were then about three-quarters of a mile from stand or fall. He proceeded to traverse the evibow light. She steadily came on and when from half a mile to 500 yards she did not open where the collision took place. He never saw dence of the first witness for the Norden, and he she was about two miles off I said to a few out. You might think of it coolly now, that that the Norden on his port bow until after the colli- contended that the course he stated his vessel men close to me "Keep a good look out showed she was crossing our course from star- sion. The collision did not take place sny- was going, four miles to the North of Tigerfor her red light, for if I see her red board to port at a very slight angle. I was where between the Bate Rock and Tiger Island. Island, would bring him to a point about two light I shall have to port." She appeared allowed to startourd until I saw her red light. The positions the other side had marked on the thirds of a mile from the Calcutta Shoal. The to me to be steering a course exactly parallel I would never port to a green light. I did not chart were wrong, and the ships could not have witness said they were steering S. S. E. J E., ence to the matter his Lordship had referred to, to ours, and I thought she would pass about a think starboarding my belm increased the risk come together at the place they alleged and that course would take them well on to the he was authorised to say that this action was de-James Heinrich Jacobsen said—I am chief hundred yards off if both ships kept their of collision, because I was not to suppose that she astern the collision might possibly have been steward on board to Norden, and was on board courses. When she was about half a mile off a oiled. The regulation lights were burning her when the collision occurred. I was under the I felt certain we would pass green light to green out that she had infringed the rule: As possible, because their position relative to the Bate proved that when the vessels were approachon our vessel. The channel is about a mile wide fore part of the bridge when it occurred. I came light. I then sent a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oressing my bows by Rock would have rendered such as I saw she was oressing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oresing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oresing my bows by Rock would have rendered such a message by the gumer soon as I saw she was oresing my bows by Rock would have rendered such as I saw she was oresing my bows by Rock would have rendered such as I saw she was oresing my by the gumer soon as I saw she was oresing my bows by Rock would have rendered such as I saw she was oresing my by the gumer soon as I saw she was oresing my by the gumer soon as I saw she was oresing my by the gumer soon as I saw she was oresing my by at the pointwhere the collision took place. Our rest out from the galley and went forward because I to the engineer to burn down because I was showing her red light I ported. It was only a dangerous in that position. He put the course of green light, and not in the position of crossing sel was drawing between twelve and thirteen feet. heard someone on the bridge call out "port." I going to anchor. I had waited to do this be. matter of a few seconds. I was not supposed to the Espeir on the chart produced, and the posi- ships, and therefore it was the duty of either She steers very well. It was a clear moonlight went along the port alleyway When I got in cause all my attention was taken up with the know in that time that she was a vessel crossing the new in that time t night. The tide was the last of the flood, run- front of the bridge I saw a masthead light and a other ship When she was half a mile off she from the fact of her not opening out. I do not lision. When witness first saw the green light brought about the collision by improperly portred light on the port side; I could see it be ween was two points on our starboard bow as nearly as I admit that it ought to have been clear to me that of the Norden he thought she would have passed ing her helm, and having done so when there arrested at Canton. They had kidnapped, it is By the Acting Attorney-General—When we the shrouds and the foremast, and it seemed to be san judge. The ships continued to approach, and she was a crossing ressel by her not opening out them at a distance of 100 to 150 yards. If both

the Norden. I gave the order full speed of the foremast. He never saw the gunboat's more than two miles from the fort on Tiger Is-

stated that he was on the topgallant forecastle tions here had been that they were defended by

light before that time.

Cross-examined by Mr. Francis-Lient. Clive. Attorney-General that the case for the Northean

to eight o'clock on a fine mornlight night; with then repeated the order to the quartermaster, once. Three or four seconds after the order was coming to, an anchor. The evidence showed The Acting Attorney General—Yes, we were the tide in your favour? Yes or no?—Oh, I and went to him and saw it carried out immedi. seconds after that, as near as he could green, he | the orders aft, which would indicate that orders Cross-examined by Mr. Francis-The engine The consequence was that there was no man

clock. He could not say whether it agreed with the captain relied entirely upon himself. He the ship's clock that evening. By the court - Witness got the order "full to look at the chart, and he never noticed a speed astern " at 6.20, and the collision occurred about 15 seconds afterwards.

7th January.

next morning at 10.30.

The following additional witnesses were called Robert Pellam, first class boy bu board

of that of the previous witnesses. He said, he to inspect our lights to see if they were burning the vessel to her course we had to pert. At that went over to Tan Ling Island and anchored. The Acting Attorney-General said that consaw the green light of the Espoir, but only at brightly. His answer was "burning beauti- time I had not definitely made up my mind where there, remaining there until 1.30 p.m. the next cluded his case. He then proceeded to address I was near the starboard bow light, and to anchor When the Norden was 500 yards off day. While lying there witness took the bear- the court on behalf-of his clients. He read the waw it burning brightly. Above me there were I noticed that she was not getting broader off on lings he had laid down on the chart and entered substance of the preliminary not for the Norden,

being at the wheel, and the chief mate and a and that corresponds with the time seconds from the time I co find fault with me. She should not have Espoir on her course. The quarter made represents from the time I co find fault with me. She should not have Chimaga nilet holors and I heard our whighle sounded once, and I heard our whigh the chief mate sing out "port, port," When I saw the red light. Se had not paid off much down the red light. Se had not paid off much down the red light. Se had not paid off much down the red light. first saw the other vessel she was about a quarter | under her starboard palm; we had just gri at you begin to open out. I when he made up the fair. He countines left under her starboard palm; we had just gri at you begin to open out. I when he made up the fair. the court could believe otherwise than that the

true: A little to the N.E. of Figer Island and Cross-examination continued—The captain astern about half a minute before the collision. past at what seemed a be a terrific speed. We necker, just before eight of clock. I cannot see court the provious day he had had some convertable of the collision. The captain astern about half a minute before the collision. The captain astern about half a minute before the collision. about 6.20 p.m. a white light and subsequently came on deck just at the moment of the This and the whistle were in collision a vey short time. We grazed that the order to port, and the whistle were in collision a vey short time. We grazed that the moment of the This and the whistle were in collision a vey short time. a green light were seen about half a point on collision. It would take three minutes to congress the startband low and a bout half a point on collision. It would take three minutes to congress the startband low and a bout a quarter larger than a point on collision. It would take three minutes to congress the startband low and about a quarter larger three minutes to congress the same time. I was along. The Norden wept on about a quarter larger three minutes to congress the same time. I was along. The Norden wept on about a quarter larger three minutes to congress the same time. I was along. The Norden wept on about a quarter larger three minutes to congress the same time. I was along the same time. I was along the same time. I was along the same time and the minutes to congress the same time. I was along the same time and the same time. I was along the same time and the same time and the same time. I was along the same time and the same time and the same time and the same time and the same time. I was along the same time and the same time an

not have been lodged by Mr. Adams himself. If any counterclaim was made it must be by the Admiralty. His Lordship-You might say-I have no-

thing to do with that ; I look to Mr. Adams. Mr. Francis said he had no intention of doing that. He then proceeded to roply upon the case for the Espoir. He submitted that each party. her lights as well as the mast head light, and length off on our port bow, about four, points.

The hearing was then forty-five de-length off on our port bow, about four, points.

The hearing was the mast head light, and length off on our port bow, about four, points. did the Espoir ever show the Norden her red surrounding circumstances referred to in saying that when the ressel had swung on her Edwin Tossow, quarter-master on board the starboard helm the Norden was about four points

Espoir, said he was on watch from six to eight on her starboard bow; he submitted that if she p.m on the 3rd November last. He was in charge had been in that position no collision could have occurrence in the book before then; the page and then in having adopted the measures just must stand or full upon the facts set out in their pleadings, and he submitted that those facts David Hill, able seaman of the Espeir, said he had been substantially and satisfactorily borne at the time in question. He heard the order the time the vessels were drawing near each full speed astern given and saw it executed at other they were making preparations on board for

room clock was usually regulated by the ship's whose duty it was to keep a lookout, for which had seen a vessel pass to starboard, and he went ressel coming on the nort side. When the captain saw this vessel close to him he was thus The hearing was then further adjourned to taken by surprise, and seeing her red light he at once gave the order to port the belin, which would have been ordinarily the proper order. There had been great contradictions in this case, and his experience of Admiralty cases in this court had been that they were like horsedealing cases, which were always said to be at home without honour or honesty. The Espoir could never have been on the starboard bow of the Norden, she must always have been on her port bow, for she was in charge of un experienced case. It was an extraordinary order for a naval officer to give which Mr. Adams said he gave to the men who were smoking on the forecastle head-to keep a lookout for the approaching vessel's red light. According to his own statement she was green light to green light with him, they were on parallel courses, and there was no danger of a collision at that time. He submitted that the whole story was unworthy of oredence, and would not bear comparison with the plain and simple account given by his clients. He asked the court with confidence for a decision in

were expected to be passed in quick succession.

favour of the Norden.

His Lordship said he thought it was advisable. .

A few days ago four Human kidnappers were